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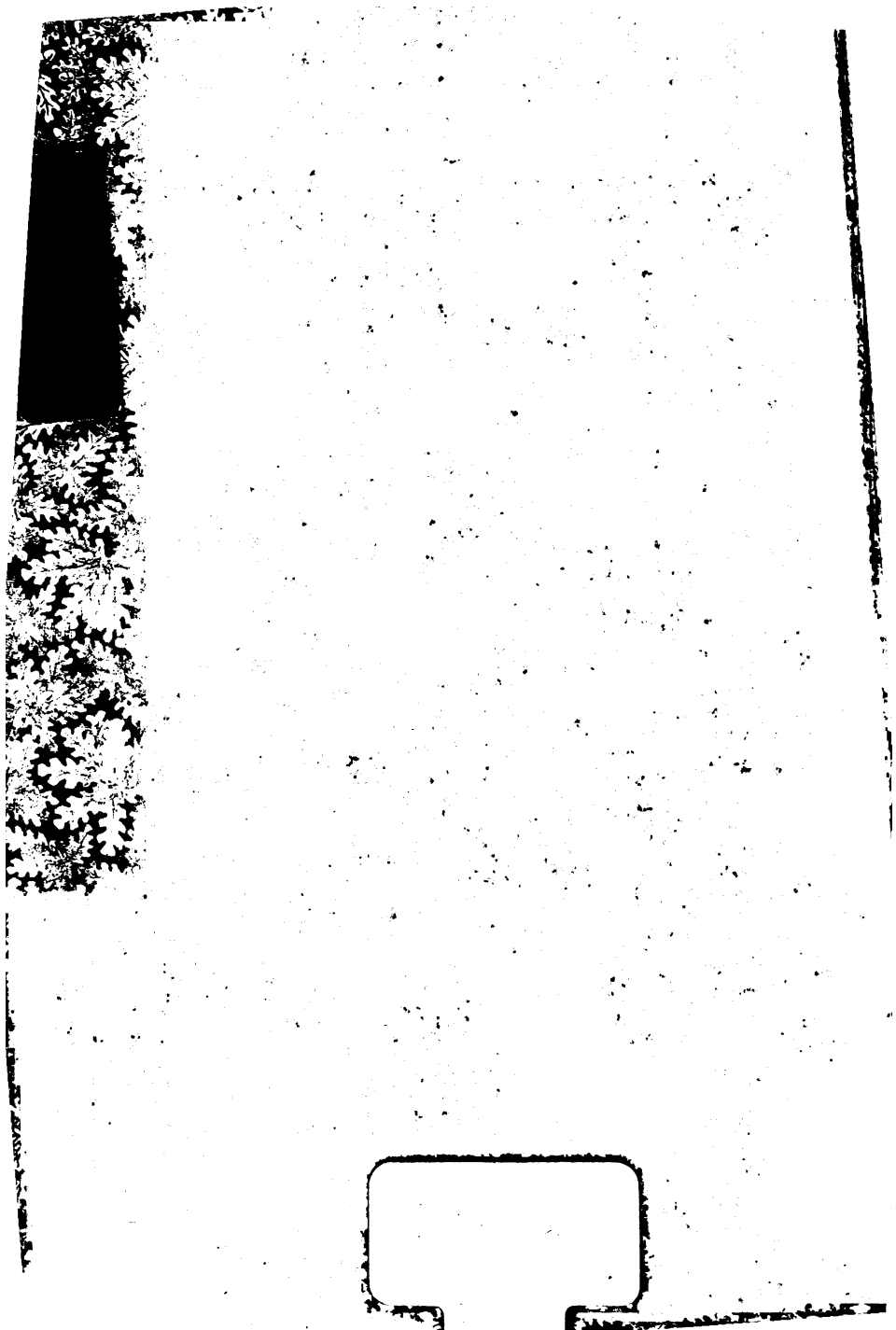
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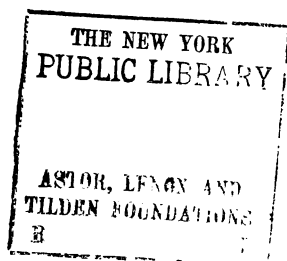
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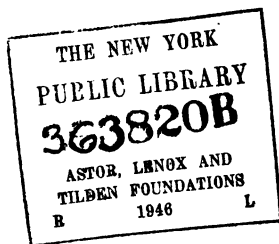
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P R E F A C E .

Francis Edwards July 3, 1946



LITTLE apology is needed in the present state of affairs in South Africa, and particularly the position and future prospects of the great mining industry of the Transvaal, for an addition to the already large number of books dealing with that part of the globe. I have, however, been influenced in this matter by the opinions expressed by not a few among my large circle of friends, who thought that, considering how important a part South Africa holds in the political as well as the commercial world — a part the importance of which seems destined to increase rather than diminish in the future—a few notes on an extended tour through Cape Colony, the Transvaal, and Natal, would not be without some little interest.

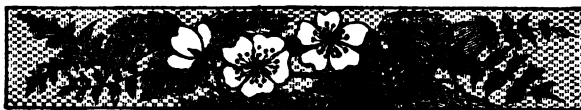
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A Journey Through South Africa,

CHAPTER I.

TO THE CAPE.

MANY years of my life have been spent in various parts of the vast Continent of Africa. In the earlier days when the West Coast was almost a *terra incognita* to Europeans, I travelled over a considerable portion of both the coast and the interior, more particularly in the neighbourhood of Sierra Leone and the Hinterlands, viz.: the Susu or Mandingo Country (now French territory), the Sherbro, and every river connected therewith, and my excursions inland extended over a radius of from 150 to 200 miles. Later I travelled a good deal in Algeria, Morocco, Egypt, and up the Nile as far as the first cataract, &c. Naturally therefore, I have frequently

had a strong desire to see the more distant, more interesting, and more important places in South Africa, and it having been decided that my wife and my eldest daughter should accompany me thither, arrangements were quickly made for our departure. As my wife was not quite ready to start by the time fixed, it was decided that I should go on to Madeira, and be picked up by the boat in which they would travel.

The Right Hon. Joseph Chamberlain had very kindly given me letters of introduction to Lord Rosmead, Governor of Cape Colony, Sir Walter Hely Hutchinson, Governor of Natal and Zululand, Mr. Conyngham Green, and I also had a number of letters from Sir George Baden-Powell, M.P., and many other friends.

On the 31st October, I left Southampton in the "Norham Castle," a steamer of 4,292 tons, commanded by Captain Harrison, to whom I had a letter of introduction kindly given to me by the Castle Line. It was a bitterly cold day, and I was not sorry to get away from Southampton. We had a large number of passengers, amongst whom were the ex-President of the Orange Free State, Mr. F. W. Reitz, and Mrs. Reitz, both of whom were most agreeable companions on the voyage. With Mr. Reitz I had many conversations on South African affairs. Colonel Rhodes was also a fellow passenger, and he was

J. G. V. N.

good enough to ask me to visit him at Cape Town. We had an exceptionally fine passage across the Bay of Biscay, the sea being so smooth that a most enjoyable dance took place on board. On the Wednesday morning, I landed at Madeira, and went to the New Hotel, which is managed by Mrs. Alfred Reid, where from former experience, extending over six or seven winters, I was assured of being most comfortable. The catering is in every respect excellent. I may say that I paid my first visit to Madeira in 1859, and have ever since gone to the Island with the greatest pleasure. It had been my intention to winter there, but the reports of the prevalence of typhoid fever on the Island necessitated a change of plans. However, when I arrived there I found the Island completely free from the scourge, and I thoroughly enjoyed the visit. A good horse is easily obtained at a reasonable figure, and a day spent in exploring some of the beautiful spots which abound in Madeira is a pleasure that must be experienced to be fully appreciated.

On the 18th November I was joined by my wife and daughter, who arrived in the "Dunottar Castle," and in that vessel we continued our journey South. Everything was done to render our passage comfortable, and I need hardly say an excellent table was provided—in this respect an improvement could hardly be suggested. Various

amusements on board served to make the time pass very pleasantly, a very excellent band composed of members of the ship's company, giving a well selected programme daily. Cinderellas and concerts were of course amongst the entertainments, but we had also a very successful and highly enjoyable fancy dress ball, the whole of the arrangements for which were in every respect complete. The pleasure of the guests was materially increased by the captain's kindness and consideration for the comfort of all the passengers, and he entered fully into the spirit of all that took place. Games and other amusements helped to make the passage a very agreeable one, and many of us were more than pleased, especially when crossing the line, to find we could be supplied with ices, &c., as if we were at home. Dr. Coster, who, until May last, was Attorney-General of the Transvaal, was one of the passengers, and on board I again met Dr. Koch, whose acquaintance I had previously made when journeying up the Nile. He was accompanied by his wife, and was on his way to South Africa, on behalf of the Cape Government, to study the rinderpest problem, and suggest a means of stamping out the evil. There were also on board the Baron and Baroness de Bévillé, whom we afterwards often met, Dr. David Gill, Astronomer-Royal at Cape Town, Dr. Drew and his daughter, of Beaufort

West, and several hundred other passengers. On the 31st November we came in sight of Cape Town, lying at the foot of the famous Table Mountain. This mountain, which I shall describe later, makes the situation of Cape Town as a port, one of the prettiest in the world, and even rivalling Naples and San Francisco.

CHAPTER II.

A PROGRESSIVE SOUTH AFRICAN CITY.

WE were not troubled greatly by the Customs officials on landing, and at once entered the town, where we were immediately struck with the many evidences of progress made by the municipality and the people generally. Fine, broad, and well kept streets were lined with shops that might vie with many of the most fashionable in London, while steam trams and omnibuses and numerous cabs, offered an easy and convenient mode of locomotion, which made a visitor at once feel at home, were it not for the heat and the picturesque appearance of both White and Africander, including Zulus, Kaffirs, Indians, and many other nationalities. We were much amused at the gorgeous dress of the Indian women, many of whom wore gold pins through their noses and rings on their toes. Some of them were remarkably good-looking.

On landing, we at once proceeded to take up the rooms previously engaged at the Vineyard Hotel, Newlands, a suburb of Cape Town, and about six miles

out. Newlands is very prettily situated, and is practically surrounded by trees. Here is the summer residence of the Governor of Cape Colony. The hotel at which we stayed is supposed to be one of the most comfortable in the town or its suburbs, and is so in nearly every respect, but it is safe to say that a hotel conducted on the same lines would not be overburdened with visitors were it in London, for there the proprietors usually make their own wishes subservient to the claims of their guests. From this centre we paid numerous visits to Cape Town and the vicinity, a most interesting stay of three weeks being fully occupied in this way.

Cape Town itself is a large town which is some 6,000 miles from Southampton. It is the Metropolis of South Africa, and has a population of about 52,000, nearly half of these being of European extraction. As I have said, the town contains fine streets and handsome buildings, and is growing in population, size, wealth, and importance every year. Adderly Street contains many public buildings, including the Railway terminus, the new Post Office, the Standard Bank, the City Club, Castle Line Offices, the Dutch Reformed Church (the earliest building of the kind erected in South Africa), &c. In Government Avenue, which is three-quarters of a mile long, and contains a double row of oak trees (some of

them planted 200 years ago) are the Houses of Parliament (built 1886), the gardens of which contain a fine statue of the Queen, 10½ feet high (erected in 1887), the English Cathedral, Public Library, and Museum, while in the adjacent streets or squares are the old Dutch Town House, the Castle, Magistrates' Courts, and various churches, theatres, and markets. The valuation of the town for municipal purposes in 1895 was £4,728,918. Table Bay possesses many natural advantages as a harbour. At certain periods of the year when north-westerly gales are experienced, these were found by the early settlers to be extremely dangerous, and many are the wrecks that lie beneath the sands in the south-east shallows. In 1860, the Colonial Government sanctioned a scheme to construct a breakwater, with an outer basin and inner dock, at a cost of £899,000, the first truck load being tipped on August 17th, 1860, by Prince Alfred. Eight years later, the breakwater had been constructed to a length of 1,870 feet, and the opening ceremony of this portion was performed by Prince Alfred in 1870. Nearly two millions have been spent on these works, and it is expected that by the expenditure of another quarter of a million, a well-protected harbour of 62 acres can be provided. Much of the work is done by convicts.

CHAPTER III.

SOUTH AFRICAN TRADE OUTLETS—
REMARKABLE FIGURES.

CAPE TOWN is naturally the outlet for a large proportion of the trade of South Africa. In many respects, however, the trade of Cape Town itself is surpassed, as far as actual amount is concerned, by Port Elizabeth, but as the bulk of the gold and diamond exports, and the imports of machinery, &c., for the gold mines are through Cape Town, the value of its imports and exports is naturally somewhat inflated. The passenger traffic is, generally speaking, centred at Cape Town, and during the year ended December, 1896, the number of passengers arriving was 33,220, an increase of 52 per cent. on the previous year, and the departures numbered 14,092. It is complained at Cape Town that the cargo business is unfairly handicapped with heavy freights, which it is held are made to pay in some measure for the luxurious passenger accommodation, as well as for the

mistakes made in competing for the passenger traffic. It is held that this militates against the progress of the cargo-carrying trade to and from Cape Town. It is, undoubtedly, the fact that though the trade of Cape Town has very largely increased of late years, it has not increased in the same ratio as at the other South African ports, Port Elizabeth in particular. To compare the three principal ports in Cape Colony in respect of the goods entered for consumption in the Colony, exclusive of Colonial and Imperial Government articles, the value of those entered at Cape Town in 1891 was £2,480,384, at Port Elizabeth £3,279,557, and at East London £1,256,667, which had risen in 1896 to £8,180,554 at Port Elizabeth, £4,211,579 at Cape Town, and £3,417,302 at East London. Thus it will be seen that while Port Elizabeth shows more than 100 per cent. increase, the growth of trade at Cape Town is not exceptional. East London has nearly trebled its trade, and now follows close on the heels of Cape Town. It is said that the slow growth of the trade of Cape Town is caused by the heavy freights. Again, complaints are made that about September of each year a regular pressure of shipping business occurs, and that the provision made by the Shipping Companies to meet this pressure is altogether inadequate. The harbour accom-

modation for vessels using the port is insufficient to meet the requirements, but additional quay space is being brought into use. During 1896 the number of vessels docked shows an increase of 32 compared with the previous year, and the tonnage increased by nearly 340,000 tons, and the revenue of the port was largely increased. A general review of the trade of the port shows that the value of imports (exclusive of Colonial and Imperial Government articles) was £4,457,126 in 1896, compared with £3,348,105 in 1895; while the exports for 1896 were valued at £8,672,887 (of which £8,054,213 was gold, mostly from the Transvaal), against £8,304,897 in 1895 (of which £7,656,298 was gold). The Customs duties were £761,574, against £577,605. The tonnage inwards was 2,119,289 tons for 1896 against 1,768,598 tons for 1895. For the sake of comparison, it may be well to give the returns for Port Elizabeth. The imports there (exclusive of Colonial and Imperial Government articles) were £6,790,963 (1895), and the exports £1,921,394 (1896), the Customs duties being £934,507 (1896). Port Elizabeth exports nearly four times the quantity of wool that is shipped from Cape Town, but the tonnage of the vessels using the port is considerably less, being 1,697,558 tons inward in 1896. The figures for East London for 1896 are—Customs, £369,672; value of

imports, £2,890,021 (1895); and of exports, £851,436. The wool exported from East London is of considerable value, being second only in quantity to that from Port Elizabeth. This trade shews a considerable increase, despite the fall in prices, over recent years, but taking the average of the last eight years the increase is not remarkable. Very considerable quantities of angora hair, ostrich feathers, hides, sheepskins, ivory, &c., are also exported, generally speaking in increasing amounts, but in nearly every case prices have fallen.

A comparison of the trade of Cape Colony with that of Natal and Delagoa Bay may prove interesting. The figures are:—

CAPE COLONY.	Imports.	Exports.	Total.
1886.....	£3,970,811	£7,306,538	£11,277,349
1890.....	10,106,466	9,970,370	20,076,836
1896.....	18,771,371	16,951,838	35,723,209
NATAL.	Imports.	Exports.	Total.
1886.....	£1,331,115	£960,390	£2,291,405
1890.....	4,490,975	1,432,724	5,923,699
1896.....	5,437,862	1,785,375	7,223,237
DELAGOA BAY.	Imports.	Exports.	Total.
1895.....	£581,784	£7,533	£589,317
1896.....	2,159,591	17,549	2,177,140

The exports from the Cape include £8,252,548 in Transvaal gold, £4,646,487 in Kimberley diamonds, and £4,052,808 in Colonial produce. Of the Cape imports and exports in 1896, 85·15 per cent. were British; at

Natal, 73·62 per cent. were British ; while at Delagoa Bay, 70 per cent. were British. The total exports, inclusive of imported goods re-exported by sea, was £16,951,838 in 1896, against £16,798,137 for 1895. The revenue of the Colony for the financial year 1894-5 amounted to £5,390,170, against £5,321,352 for 1893-4. The revenue for the calendar year ended December 31st, 1895, represented £6,053,739 against £5,333,650. For the financial year the expenditure was £5,151,734 compared with £5,296,984. The public debt of the Colony, including loans for railways, harbour works, &c., shows that the amount of State debentures issued was £29,282,865, while the capital amount as affected by conversion is £30,367,303, a difference of £1,084,437. The existing debt is £27,388,405, the interest for one year being £1,080,635. The two principal items of expenditure are railways and harbour works, which account for nearly 23 millions of the total. In dealing with the separate items, it will be well to take the capital as affected by conversion, and the amount represented by expenditure on railways is £19,735,279 (existing debt, £18,007,287) ; and in harbours as follows : Table Bay, £1,682,302 (existing debt, £1,585,722) ; Algoa Bay, £589,110 (existing debt, £523,964) ; Mossel Bay, £8,049 (existing debt, £749) ; East London, £608,068 (existing debt, £558,681) ; and Kowie, £323,276 (existing

debt, £287,579). In works which are classed as unproductive the capital expenditure is put down at £6,238,744, of which £5,827,707 has still to be paid.

An important industry in South Africa is the production of wines, brandy, and spirits. In 1892 the output was as follows:—Wines, 5,825,270 gallons; brandy, 1,278,812 gallons; and spirits, 260,608 gallons, while the figures for 1896 were—wine, 4,404,615 gallons; brandy, 1,140,553 gallons; and spirits, 889,954 gallons, both wine and brandy showing a considerable decrease as compared with the figures for 1895. Coal is largely imported at Cape Town, chiefly from the United Kingdom, the imports of this article having increased from 109,465 tons in 1887 to 258,133 tons in 1896.

A comparison of the Customs dues received at the three chief ports in Cape Colony, shows that the dues received at Cape Town in 1890 were £450,826, which gradually rose to £761,574 in 1896; those at Port Elizabeth rising from £587,675 in 1890 to £934,507 in 1896; and at East London from £242,749 in 1890 to £369,672 in 1896. The return of shipping arrivals at Cape ports shows that while there has been only a slight increase in the number of steam vessels, there has been a large increase in the tonnage. The

number of sailing vessels has largely decreased, but the tonnage is somewhat greater. The arrivals at Cape Town in 1892 (steam and sail) were 759 vessels of 1,379,460 tons, and in 1896 917 vessels of 2,119,289 tons, at Mossel Bay 212 vessels of 470,353 tons in 1892, and in 1896 218 vessels of 702,396 tons; in 1892 there arrived at Port Elizabeth 568 vessels of 1,176,112 tons, and in 1896 639 vessels of 1,697,478 tons; at East London the figures were, in 1892, 438 vessels of 1,057,088 tons, and in 1896 470 vessels of 1,440,375 tons. The totals for the whole Colony are, in 1892, 2,167 vessels (steam and sail) of 4,185,901 tons, and in 1896 2,384 vessels of 6,029,097 tons.

The trade of South Africa is not hedged round by protective tariffs. Freights are high, but otherwise traders are unrestricted. It is remarkable that the vast trade done in and by South Africa should be in the hands of so few merchants.

Most South African merchants must, of necessity, keep a large stock, the turnover of which is consequently somewhat slow. Therefore, considerable capital is required, and it follows that in a great many cases a good deal of the retail trade is in the hands of the wholesale dealers, who either own or finance most of the up-country stores. The goods are bought in London by the English branch

or its representative. The peculiarity of each particular class in the Colony must be studied by the merchant who wishes to dispose of his goods, for the taste in clothing and necessities, and imports of all kinds, is essentially different in the white resident, the Kaffir, the Indian, the Malay, the Boer, &c. In the towns, trade of a higher class is done, and the enormous growth of building operations has brought about a large increase in the imports. Of late years, American, Belgian and German goods have been imported in increasing quantities, much being undoubtedly sold as of British manufacture, and steamers are run from New York and Continental ports to Cape Town and Port Natal.

Some very interesting figures relative to the growth of trade in South Africa are contained in the Presidential address, delivered at the Fifth Congress of Chambers of Commerce of South Africa, at East London, in March, 1897. After referring to the ravages of rinderpest, and the distress caused by drought and locusts, he said that in spite of these drawbacks, the general trade of South Africa had forged ahead steadily, imports showing considerable increases at all the ports. The mineral wealth of the Transvaal was the point in which this increase centred, and the expenditure of the large sums subscribed for the development of gold mines, had contributed in a

great measure to the filling of the ports with vessels carrying large and valuable cargoes. He (the President) feared that a re-action must result, unless the mines could be worked more cheaply. The imports at all South African ports, inclusive of specie (£886,382) were about £29,000,000, which, with freight and charges on flour, wheat, timber, &c., made in round figures a total of £30,000,000, while the exports were £19,000,000. Food stuffs figured very largely in the imports, a fact the President deplors. In these commodities the South African Republic imported in 1896 £1,184,115; Cape Colony £705,986, and Natal £527,204. With the heavy importation costs, the duty in the Colony, and railway charges made it clear that South Africa ate the dearest bread in the world. The growing importance of the Middleburg Coalfields in the Transvaal augured well for the future of Delagoa Bay as a coaling station. Referring to Rhodesia, the President said the rebellion had checked progress there, but by the extension of the railway to Bulawayo, the natives could be controlled more easily, while if the hopes of the mineral wealth of the country should be realised it would give a great impetus to trade and commerce in South Africa. Considering the enormously increased capital invested in Transvaal gold mines, the output had not increased to the extent antici-

pated, the increase for 1896 being 3,535 ounces. The industry was greatly handicapped by the Transvaal Government, the railway charges, and other expenses, which helped to increase the cost of production. The heavy taxes levied by the Transvaal Government, the earnings of the various railways, &c., showed that they were all largely benefitting at the expense of the gold-mining industry, and the net profits of the railways were not far short of £3,000,000. He thought the time had arrived when the Governments interested should meet in conference to consider the position with a view to modifying the heavy charges and taxes now levied all round. The merchandise sent by rail to the South African Republic showed great increases from Natal and Delagoa Bay, the figures being, from Delagoa Bay, 160,000 tons against 82,300 tons in 1895; Natal, 146,309 tons against 18,363 in 1895; and Cape Colony, 193,000 against 193,584 in 1895. A very material increase was also shown in the ocean passenger traffic, the arrivals being 33,220 in 1896 against 27,647 in 1895, whilst the departures numbered 14,092. The subsequent proceedings of the Congress included recommendations that railway fares in the Colony should be reduced; that the high duties levied on food-stuffs within the Customs Union should be abolished; that light railways be encouraged by subsidy

or guarantee of interest by the Government; that it was expedient that freights be reduced; that the proposed discrimination between cane and beet sugar was wrong in principle, all of which were approved by the Congress.

While such has been the growth of trade at the Cape, the value of property of every description has also enormously increased, in many cases trebling within the past few years.

CHAPTER IV.

THE SOUTH AFRICAN RAILWAYS.

A MOST interesting feature in the general prosperity of the Cape, which has resulted from the development of gold mining in the Transvaal, is the enormous expansion of the railway traffic, and the consequent increase in the earning power of the four chief systems of the Colony.

There are three main lines of railways, these being single lines for the most part. They are from Cape Town to Mafeking, through Beaufort West, De Aar, Kimberley, and Vryburg. Beyond Mafeking the coach and wagon route extends through Khama's Town and Bulawayo to Salisbury; from Port Elizabeth through Cradock, Sherborne, Donkerpoort, Bloemfontein, Winburg to Johannesburg and Pretoria; and from East London through Queenstown to Aliwal, all these being connected by shorter lines. The greater portion of these railways is under the control of the Cape Government,

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SOUTH AFRICAN PRIMITIVE RAILWAY OXWAGON

From a Photo. by J. E. Middlebrook, Durban, Natal.

the sections passing through Bechuanaland, the Orange Free State, and the short line in the Transvaal being of course in other hands. In Natal, a line runs from Durban to Charlestown, on the borders of the Transvaal, and thence to Elandsfontein, near Johannesburg, where it joins the other line. Trade is otherwise carried on by means of wagons drawn by a span of oxen, usually numbering 18, which are controlled by a native boy at the head, and a native on the wagon, this latter being provided with a whip, in the use of which these natives are very dexterous. They can administer a cut of the whip to any part of any particular beast they desire, being able in this way to continually flick flies off the ears of the animals.

The total capital invested in the lines open in 1895 was £20,494,195, a slight increase on the 1894 figures, the average number of miles open being 2,253. The number of passengers carried was 6,703,098, an increase of over three-quarters of a million, compared with 1894, while the goods carried amounted to 1,158,614 tons, an increase of 155,393 tons. The train mileage run was 8,135,550, an increase of over one million miles compared with 1894, while the net receipts per cent. were £7 9s. 10d. (which is after the Orange Free State share of the profits had been deducted). The total earnings from all sources

were £3,890,093, compared with £2,718,753 in 1894, and the working expenses, £1,596,018, against £1,483,771 in 1894, there being thus a credit balance of £1,794,080. From this has to be deducted the Orange Free State share of profits, £265,599, and the 4 per cent. on the capital entitled to interest, £816,167, which leaves a net profit to the Colony on the year's working of £712,313, compared with £265,055 in 1894. The working rolling stock consisted of 363 engines (against 373), 430 carriages, and 6,136 trucks. It is pointed out that the prosperity of the Cape railways is due to the Transvaal traffic, and that it is the duty of the Government, under existing circumstances, to use their great profits to reduce the inflated capital account, and reduce working expenses wherever possible, especially by the reduction of gradients, &c.

The Orange Free State had its railways made by the adjoining British Colonies on remarkably favourable terms, but on the 1st January, 1897, it took over the Northern section, or that portion of the railway from Cape Colony which lies within its borders, and which is the chief route to Johannesburg and Pretoria. It is, in fact, the only railway route from Cape Colony, the alternative routes being from Durban, through Natal, and from Lorenzo Marques, in Delagoa Bay. Thus the

Free State holds the best paying part of the Cape railways, and that which has the least capital account. The result of this is that the Cape Government will be saddled with a heavy interest on its large capital expenditure. The question of the reduction of the gradients is also an important one, it being held that were there no gradients steeper than 1 in 80 (many miles are now 1 in 40), the whole of the lines could be worked much more economically, and the strengthening of permanent way and bridges would enable heavier engines to be used, and so avoid the breaking up of traffic. It is calculated that an expenditure, on the lines indicated, of £61,000 would save £7,600 a year in working expenses. The question of the construction of light railways has also been receiving the attention of the Cape Town Chamber of Commerce, which urged upon the Government of the Colony the favourable consideration of the subject. A Special Commission visited Europe to inspect and report upon light railways, and the report, though not altogether favourable to the construction of such lines in South Africa, on the ground that the district is so thinly inhabited, suggested that, as an experiment, narrow-gauge lines, over mountainous and difficult places should be constructed. In a supplementary report, dealing with light railways in the British

Isles, the Engineer-in-Chief of the Cape Railways says :
“ I have seen nothing to lead me to look favourably on narrow-gauge railways, which necessitate a break of gauge, and I feel almost disposed to withdraw the suggestion of their introduction into the Colony, even as an experiment.”

The Natal Railways consist of a line from Durban on the coast to Charlestown (307 miles) on the Transvaal border, whence it is carried to Elandsfontein where it joins the line from Cape Colony through the Free State, a short distance from Johannesburg. There are two branch lines running from Durban, north to Verulam (19 miles), and south to Umkomaas (30 miles), by which numerous sugar plantations are served. There is also a line ($59\frac{1}{2}$ miles) from Ladysmith to Harrismith in the Orange Free State (24 miles being in that State), and from Glencoe Junction to Dundee, and the coalfields in the neighbourhood. The growth of the railway traffic has been steady, except that from 1888 to 1890 the gross revenue was nearly doubled. In 1890 it was £606,713, but gradually declined to £416,615 in 1893, and again rose to £526,494 in 1895, and to £1,186,214 in 1896. In this latter year the working expenses were £421,990, the passengers carried being 1,323,259, and the gross tonnage of goods conveyed

628,799 tons (compared with 1,134,002 passengers and 393,379 tons in 1895). The capital on which the railway pays interest is £6,236,555, and last year (1896) the railway paid 4 per cent. on this amount, and earned a surplus to the credit of the Colony of £464,762. A large amount of Transvaal traffic is now done in the Delagoa Bay railway, the receipts from which rose from £589,317 in 1890 to £2,177,140 in 1896. A line of railway is projected to connect the Cape lines with those in Natal, joining the former near Queenstown, and the Natal lines at Richmond Road Station. The cost will be about two millions, of which one and a half will be borne by Cape Colony.

CHAPTER V.

CAPE TOWN AND VICINITY.

CAPE AGRICULTURE.

THE climate of Cape Town is almost perfect, and it is a charming winter resort. Its only drawback is the great change that takes place during the prevalence of the south-easters, which makes the City for the time being very disagreeable—the dust is at times most annoying. The municipality, of late, seems desirous of doing everything that can increase the healthfulness of the City. The new water supply, from a reservoir in Table Mountain, and the new system of drainage (sadly needed) will remove a reproach which has hitherto been justly levelled at the City and the City authorities. The enormous progress made in magnificent new buildings, the electric lighting, electric trams, and numerous other improvements, has already been alluded to.

Amongst my letters of introduction was one to Mr. W. G. Anderson, Steamship Agent, at Cape Town. As it happened, Mr. Anderson was staying at the same hotel, so that we had many opportunities of taking advantage of his knowledge of local matters. Mr. Anderson, did much to render our stay pleasant, and after we had gone on, he was kind enough to have forwarded to me, at various places in the Colony, letters and papers that had followed me from England. I have also particularly to acknowledge my indebtedness to Mr. J. Alf. Ellis, the very able Secretary of the Cape Town Chamber of Commerce, to whom I also had a letter of introduction, for his many kindnesses, one of which was the provision (through Mr. Elliot, the capable Manager of the Cape railways), of a free pass over the lines of this successful Government undertaking.

Table Mountain is certainly the most striking feature in the neighbourhood of Cape Town, its almost abrupt rise of nearly 8000 feet investing it with a charm that is only heightened by the exploration of the innumerable ravines which are seen on every hand when making the ascent of the mountain by any of the various paths that lead to the summit. Right and left of the Table Mountain itself are two lesser elevations, respectively named the Lion's Head and Devil's Peak, the three mountains

forming a semi-circular rise in the hollow of which is seated Cape Town, some of the more prominent eminences seeming to almost overhang the town. Kasteel Berg, with its flat summit, is a point from which the town may best be viewed, and some of the streets seem to be directly underneath. Little difficulty is experienced in ascending the mountain by any of the usual routes, though an element of danger is certainly present in the suddenness with which Table Mountain may be enveloped in those dense clouds which are known as "the table-cloth." From the top of Table Mountain a magnificent view may be obtained of the whole of the Cape peninsula. A short distance from Cape Town is Robben Island, which is regularly visited by steamer, and here are located lepers and lunatics.

During our stay at Cape Town, I presented my letters of introduction to Lord Rosmead, and was very kindly received by both his Lordship and Lady Rosmead. During dinner we had the pleasure of meeting amongst others, Sir Graham Bower, the Imperial Secretary, and Lady Bower. Another gentleman to whom we are indebted for many pleasant recollections of our stay at the Cape, is Mr. Andrew, the agent for the Castle Line, who really went out of his way to make our stay as pleasant as

possible, besides which he was able to give me much valuable information.

We visited Simon's Town, which is the headquarters of the Cape and West Coast naval station, and which is $22\frac{1}{2}$ miles from Cape Town. On our way thither we called at Rosebank, which is at the foot of the Devil's Peak, and very prettily situated; the splendid residential suburb of Rondebosch; Wynberg, which is protected from the south-east winds by Table Mountain, and which is one of the healthiest of foreign military stations; and Kalk Bay, the latter a place much resorted to for bathing purposes, and which is especially pleasant after the dust and the heat of Cape Town. The course of the railway on this route is one of the most charming that can be imagined, the line winding in and out of the numerous inlets along the coast, and rendering the run all too short. On the day we passed over this route the weather was delightful, and our enjoyment of the many beauties of the whole route was considerably enhanced. Another of our most pleasant excursions was to Houts Bay, along the Victoria Road, through Constantia, Wynberg, and home to Newlands, which was in every respect a lovely drive. We lunched at Houts Bay, and while there we saw an Englishman whose only business seemed to be to catch and kill poisonous snakes. We caught glimpses

of several of these reptiles which had been caught by him. This man showed the marks of a bite received from one of the snakes a few weeks before, but he seemed none the worse for the experience, having inoculated himself in a manner which seemed to be thoroughly effective, but which he kept a profound secret. This place is infested with these creatures, and this man collects the heads and fangs of those he kills, and forwards them to Professor Fraser, Edinburgh. Near Newlands, where we stayed, is the Western Province Cricket Ground, which is used for both cricket and football, and where are played the matches between the Colonials and crack teams from England.

We took the opportunity of visiting the residence of Mr. Cecil Rhodes, Groot Schuur (which was shortly afterwards burnt down), and were there received by Miss Rhodes in the absence of both her brothers. Here we also met Mr. Louw, M.L.A., who kindly showed us over the place, pointing out and explaining many curiosities, interesting objects, &c., and in the course of the ramble through the house he shewed us Mr. Cecil Rhodes's room, and informed us that it was here where that gentleman had heard of the Jameson raid, exclaiming, as he realised the full significance of the event, that "Jameson had upset his apple-cart." The grounds of Groot Schuur are

very fine and full of all kinds of flowers. These grounds are surrounded by a railed fence which extends for miles, and encloses runs for ostriches, bucks, and large quantities of game. There are also two zebras. I was somewhat disappointed that we were too early for the majority of fruits, strawberries being the only fruit fully ripe.

In the near neighbourhood of Wynberg and Constantia district, we visited a good many vineyards, including that of Mr. Rathfelder, where vines are grown that produce large quantities of wines. Here we were received by the amiable daughter of Mr. Rathfelder, who was a fellow-passenger with us in the "Dunottar Castle." I may here state that large quantities of wine are produced at the Cape. The vine is very prolific and is cultivated with assiduity, so that it is brought as near perfection as it is possible to get it. In the neighbourhood of Newlands there were hedges of plumbago, honeysuckle, oleander, &c., and all kinds of flowers grow luxuriantly here.

Like other parts of the globe, the Cape has its "burning question," the one that is to the front there being the servant question. Nearly all the servants who come from England to the Cape ultimately find their way to Johannesburg. In one instance that came under my notice, a gentleman who was paying his English

cook £7 a month was informed by her, after she had been some time in his service, that she was sorry she would have to leave, as she had been offered £10 a month to go to Johannesburg. The gentleman in question, not wishing to part with so good a cook, gave her these wages to stay. In the Cape there is a want of all kinds of skilled labour. The sanitary condition of Cape Town is not worthy of so important a centre of industry, and the question of the drainage of the town is one that must be seriously grappled with before very long. I understand that the matter is now receiving the serious consideration of the proper authorities.

The whole of the country is very badly provided with vegetables and dairy produce, as there are few who can be found willing to take to market gardening. Otherwise, it has all the elements that should make a veritable El Dorado were it properly cultivated, for the soil is rich and fruitful.

Cape Colony is a great agricultural and mineral country. The former Boer farmer simply contented himself with producing so much as would serve to supply his needs, and bad times, caused by drought, locusts, or any other cause, by reducing his crops, simply reduced his power of purchase. Dairying and kindred pursuits were almost neglected. There were other colonists,

however, descendants of British and German emigrants, who made better use of their opportunities, and it is chiefly to them that the eastern provinces owe their present prosperity in the trade in ostrich feathers, mohair, hides, &c. Enormous strides have been made in these industries, and twenty years ago where there were scarcely more than 15,000 ostriches in the Colony, there are now about 2,000,000. Ostrich farming is a very important industry in South Africa. Wool is the largest of South African agricultural products, and while there is room for much improvement in the quality of the product, the import of pedigree stock some years ago has produced a marked improvement. In regard to the development of agriculture, irrigation is undoubtedly the great necessity in the farms of the Colony. The Government has for a considerable time recognised this fact, and advances money on mortgage for irrigation works, and has provided Artesian wells in various places. The conservation of the water that falls in the wet season, or the sinking of wells is all that is necessary to provide for a sufficiency of water in the dry season, and as both these methods are now being largely adopted, there is every reason to hope for a brighter future for agriculture at the Cape.

Of course the all-absorbing topic of conversation

during our stay in Cape Town was as to the position of Mr. Cecil Rhodes, and there was great difference of opinion regarding the policy pursued by that gentleman. By far the great majority were, however, favourable to him, but he was without exception blamed for the unfortunate Jameson raid.

CHAPTER VI.

CERES—A BEAUTIFUL HEALTH RESORT—HOW
THE DIAMOND MINES WERE DISCOVERED.

AFTER an enjoyable three weeks spent at Newlands, we went on to Ceres, which is about 100 miles from Cape Town, and situated some 1,700 feet above the sea level. Ceres Road Station is the nearest point by rail, and the remaining distance to Ceres is performed by Cape cart through St. Mitchell's Pass, a very pleasant and interesting drive. Ceres is in a valley surrounded on every side by mountains, and it is a very well laid-out town. It has an excellent water supply. The neighbourhood is thickly wooded, and flowers and plants of every description were growing in abundance; in fact, we saw more flowers here than in any place in Cape Colony. Recently it has been stated that there is a possibility of petroleum being found in this place. A large number of the inhabitants believe that the oil will be found in abundance, and I understand that a Company has been formed with a large capital to test the

borings already made. Mr. Henry Cutler is at the head of the Company, and he firmly believes that with further boring, petroleum will be found in large quantities, which will not only be of advantage to the district, but if found desirable, can be carried through to various parts of the Colony by means of pipes. We took up our quarters at the rooms engaged previously at the Ceres Hotel, managed by Mr. and Mrs. Cutler. The hotel is a well-appointed one, and Mr. and Mrs. Cutler did their best to make us comfortable, but we had to remember that the hotel management is of a temporary character, kept on until the petroleum wells are of sufficient importance to need Mr. Cutler's undivided attention, and also that the hotel itself had the drawback of having Hottentot servants—and we certainly did not appreciate Hottentot cooking. The charges were moderate, but we would gladly have paid a great deal more for greater comfort. It was amusing to see the Hottentot servants going off after mid-day dinner, anywhere and everywhere to enjoy their siesta, but none remained to look after visitors, and they did not return until it was time to prepare the evening meal, after which they went home for the night. The annoyance notwithstanding, we had great fun with them, and it was amusing to watch their ways. Here I presented my letter of introduction to Mr.

L. Boyes, a police magistrate there, and he greatly helped to make our stay in Ceres a pleasant one. Mr. Boyes has recently bought an estate here—he is a firm believer in the future of the boring operations for petroleum—and if for his sake alone, I wish those operations every success, though such an event will make a vast difference in what is now a beautiful health resort. Mr. Boyes is credited with being the discoverer of the diamond fields of South Africa, but he has never been officially recognised as such, a circumstance which he feels very much.

It is stated that in 1867 a trader named Mr. John O'Reilly became possessed of a stone at Colesberg which several Jews in Cape Town declared to be a topaz. Mr. Boyes, meeting O'Reilly and seeing the stone, said it was a diamond; but a Jew present made a bet that it was a topaz. The stone was sent to Graham's Town, and declared by jewellers there to be a diamond worth £500. It was then sent to Mr. Southey, Colonial Secretary, who sent it to the Crown jewellers, where it was again valued at £500. When the diamond was sold, Mr. Boyes, at his own expense, proceeded with cart and horses to the place where O'Reilly obtained the stone, made search, and incited the people of the place to look out for bright stones, telling them one found there had been sold for £500. Mr. Boyes did not find any diamonds and

returned to Colesberg. Six months later another diamond was found near the junction of the Orange and Vaal rivers. Mr. Boyes visited this spot and found the people searching for bright stones. More diamonds were found, and there was a rush to the district. One party from Colesberg, on their way to the Vaal river, outspanned (unharnessed) at a kopje, where, a diamond being found, led to a search being made for others. This is now the Kimberley mine. Mr. Boyes, not without reason, therefore, claims to have been thus instrumental in the discovery of the diamond mines, which not only saved Cape Colony from bankruptcy, but led to the development of the country to the north, and to the opening up of Bechuanaland, and the Mashona and Matabele countries.

Ceres contains a very fine English church, which is largely attended, besides a very large Dutch church, this latter being regularly filled. We had the pleasure of meeting the Rev. J. A. Stegman, the retired Dutch minister, who, with his daughter, did his best to make our visit an agreeable one. Here we also made the acquaintance of the very able Dutch missionary, the Rev. Mr. Reinecke, whose work lay amongst the natives, and whose efforts were very successful. From him we received many acts of kindness, and before we left, he

gave me a number of bulbs of native flowers, amongst others a yellow and black arum lily, which are now growing in my conservatory and doing very well. We visited a number of Dutch farms, amongst them that of Mr. Philip Malherbe, who spoke some English, but his daughter was able to converse freely with us. On this farm were a large number of oxen, sheep and goats, and over a hundred ostriches, which were quite tame, though a short time before, we were told, one of them had gripped at the owner's ears.

The inhabitants of Ceres are mostly Hottentots and Kaffirs, though of course the farmers are Dutch, but all, or nearly all, speak English, more or less freely. Ceres is a very healthy village. No doubt it is very hot, but its sanitary condition is excellent, and with better hotel accommodation and a few of the luxuries of civilisation, such as ice, etc., Ceres would take even a more prominent place among the health resorts of South Africa. It must be remembered that our visit was paid during the height of the African summer. The temperature was high, usually 85 to 90 in the shade. Doubtless this is owing to its sheltered position, nestling as it does in a valley entirely surrounded by hills. During our stay the afternoons were mostly spent basking in the sun in hammocks suspended from the trees.

CHAPTER VII.

ACROSS THE KARROO TO BEAUFORT WEST.

ON the afternoon of the 7th January, 1897, we left Ceres to catch the midnight train at Ceres Road for Kimberley. The drive was a lovely one. It was moonlight when we passed through St. Mitchell's Pass, and the beauty of the scene was enhanced by the weird light of several bush fires on the sides of the mountain, which we saw on either hand during the journey. These mountains are the home of a very large type of baboon. Occasionally the quietness of the drive was broken by the advent of a bullock cart or wagon drawn by a dozen oxen, carrying a variety of goods or building materials. This is the only means by which these articles can be transported throughout the greater part of the colony where there are no railways. Arrived at Ceres Road, we found awaiting us a saloon carriage sent for our use from Cape Town, and in this we travelled to Beaufort West. Passing Worcester, we crossed the beautiful Hex River

Valley during the night, thus missing one of the most exquisite bits of scenery on the whole route. The line here rises very rapidly, the gradient in places being as much as 1 in 40. The route is over and through the Hex River Mountains, to the tableland of the Karroo, a rise of over 2,000 feet being accomplished in 34 hours. About 25 miles beyond Touws River, an altitude of 3,588 feet is reached, this being the highest point on the Cape Town side of Victoria West. The Karroo is most uninteresting, consisting chiefly of small bush, with hardly an object rising above the surface to relieve the monotony of the view. Short shrubs are seen, but trees are very rare. We passed through Matjesfontein, Langsburg, Grootfontein, Prince Albert Road, Fraserburg Road, and Letjesbosch, before arriving at Beaufort West. To my thinking, it seemed that this country could be vastly improved by means of irrigation, for everything is dried up in the drougthy season.

Arrived at Beaufort West, we were met by Mr. Hill, the manager of the hotel we were to stay at, and we were driven a distance of five miles to Lemoenfontein, and on the way we called at the residence of Dr. Drew, J.P., of Mocollop Castle, Ballyduff, and of Beaufort West. It was at the suggestion of Dr. Drew that we visited Lemoenfontein. Both Dr. Drew and his partner's wife,

Mrs. Westby, were unremitting in their endeavours to add to the pleasure of our stay. Dr. Drew has resided in South Africa for some twenty-eight years, and is one of the best known and most respected men in the district. He still continues his professional work, though wealthy enough to render such a course entirely unnecessary. He is the possessor of considerable landed property in Cape Colony and in Ireland. He is a keen sportsman, and thoroughly enjoys the excellent shooting afforded in the Karroo. In two days last year he and a friend, when camping out together, shot fifty-two springboks, an event which was celebrated by about fifty of his friends a day or so later. .

Beaufort West is a pleasant little town. Growing along the sides of the streets are pomegranate and peach trees (the best peaches we had in the Colony were gathered here) which belonged to the Municipality, the picking of each tree being, however, the perquisite of the resident of the particular houses opposite them, any falling to the ground being the property of the Kaffirs. We were supplied not only with these fruits but with large baskets of grapes, etc., regularly, all the fruit being of a very fine quality. At Beaufort West there is a very large Kaffir settlement, the natives appearing to be very quiet and giving little trouble. When visiting the prison

here, I was given to understand that for serious offences the culprits were flogged, a mode of punishment the Kaffirs seem to prefer to imprisonment. It was certainly an effective method, for the same offender seldom made his appearance a second time. There are several large farms in the neighbourhood of Beaufort West, some of them having large herds of sheep and goats, there being some with as many as 12,000 or 14,000 sheep and goats. Scattered about the Karroo are from 500 to 1,000 shepherds looking after these animals, and they and their flocks travel about as necessity (*i.e.* want of water) requires. In consequence of the prevalence of rinderpest, the value of sheep had risen to about 20/- each. Many of the farmers appear to be thriving well at sheep and goat farming, and quite a large number possessed prize and pedigree rams imported from England and America.

Arrived at Lemoenfontein, we found the hotel was simply a large house for the accommodation of ladies and gentlemen, situated on the bare veldt, without a tree near. Close by was a branch establishment for the use of bachelors. There were a number of other visitors, some of whom were there to seek a cure for chest troubles; and the air being pure and dry, though hot, they derived considerable benefit. At this hotel we were very comfortable, there being a good table, and the charges being

moderate. We spent a good deal of our time on the stoep (a kind of verandah) reading, as we could do nothing until the cool of the evening. There was only one drawback to our visit, viz., the unaccountable dearth of bath towels. We were given to understand that towel washing was very expensive. A hill in the neighbourhood, we were informed, was infested with cobras, and just before our arrival one measuring 5 ft. 4 in. was killed. In this place cows are kept, and butter is made, a feature which will commend itself to invalids. We greatly admired the beautiful sunsets we witnessed while here; and particularly interesting to my daughter was the first African tropical storm she had ever experienced, when we had thunder and lightning, the severity of which seemed to her terrible; but I had witnessed many such in various parts of Africa. One thing that astonished me was the rapidity with which the burnt-up appearance of the veldt was changed by a shower, vegetation springing up in a few hours as if by magic.

I am convinced that anyone who is attacked for the first time by any chest trouble, who can make up his mind to a very quiet and very peaceful life, would find the climatic conditions at Beaufort West such as would effect a great and beneficial change, if not an absolute cure. The air is perfectly pure and delicious, and fruit

can be had here as good as anywhere in South Africa, while there are resident here a couple of the best doctors it has been my lot to meet, Dr. Drew and Dr. Westby being amongst the foremost members of their profession. A great part of the railway in this district is single line, but as the traffic is increasing enormously it will be absolutely necessary at no very distant date to double the line to Cape Town and the Transvaal to cope with the growth of trade.

CHAPTER VIII.

THE UNTOLD WEALTH OF KIMBERLEY.—
DR. KOCH AND THE RINDERPEST.

ON February 22, we left Lemoenfontein and Beaufort West with some regret, and travelled very comfortably in the saloon carriage again allotted to our use to Kimberley, the only drawback being the great heat. I may here mention that one can travel very pleasantly by the Cape trains, the carriages being really excellent. Stops were made at various stations, where breakfast, lunch and dinner were provided. Arrived at Kimberley we drove to the Queen's Hotel, where our rooms had been engaged.

Kimberley struck me as a very peculiarly built town, being chiefly composed of buildings into whose construction corrugated iron largely entered; in fact it would not be out of place to refer to Kimberley as a "tin" town, so prominent was this particular feature. The material for their construction would be brought by bullock wagons before the railway was constructed, and some thousands of tons of iron must since have passed over the Cape lines. It was exceedingly hot at Kimberley,

though the town is over 4,000 feet above the sea level. However, the air was very dry, and we did not feel the heat to the same degree as later in Natal. The thermometer often stood at from 100 to 105 degrees. The purity and dryness of the air makes this locality peculiarly suitable for persons suffering from asthma, or similar ailments, and I met at Kimberley a number of friends who suffered constantly in England, and had experienced little benefit in the Canaries, Madeira, or Cape Town, but who felt perfectly relieved here. They did not suffer in the least degree, and were able to take long walks. Many were cured, or nearly so. From personal experience I may say that although asthmatical myself, I felt no inconvenience at this place. One great source of trouble were the mosquitoes, my daughter being a great sufferer from these pests; while another drawback is the constant presence of an irritating dust, which is usually very annoying. The district is sometimes visited by swarms of locusts, and on one of our excursions into the town by tram at night we were repeatedly struck on the face by flying locusts. The electric light with which the streets are lit seems to attract them in great quantities. The town is a thriving one, well lighted, and supplied plentifully with water from the Vaal river, 17 miles away, and there are a number of very fine public buildings.

The population of the town is about 29,000, of whom nearly half are of European extraction. The club at Kimberley might compare favourably with some of the clubs in London. During my stay I was made a member, and I was much indebted to Captain Tyson, who controls the club, for his many kindnesses. Here I had the pleasure of meeting an old friend in the person of Mr. Wm. Murphy, a barrister formerly practising at Sierra Leone, but who had come to Kimberley for the benefit of his wife's health. She had suffered greatly from asthma, but was now quite recovered. In the club is a magnificent collection of horns of all kinds of African game, which I believe to be unique. They were collected by Captain Tyson, who naturally takes great pride in them, and I don't think a finer collection exists in South Africa.

While at Kimberley I had again the pleasure of meeting Dr. Koch and his good lady. He was then working very hard at his investigations into the causes of the rinderpest, which was at that time decimating the cattle of nearly the whole of South Africa, his object being to find a remedy for the scourge. Few people can adequately realise what a terrible thing this rinderpest is in a country where so much depends on the ox. The tillage of the soil, and the carriage of the bulk of the

building materials and provisions used throughout the colony are done by oxen, and generally speaking, it is this live stock that represents the capital of a large number of dwellers in the country. It will thus be seen that a disease which attacks these animals and spreads like fire, notwithstanding the efforts, more or less efficient, made to arrest its progress, which mows down its victims by the hundred, and which may be spread by human beings, is of such a nature as to demand that every possible means shall be taken to bring about its extirpation. As I have before stated, Dr. Koch was in South Africa to find the cause of this disease, and if possible apply a remedy. At the invitation of Dr. Koch we visited his compound and witnessed some of the experiments he was making. The animals he was experimenting upon included donkeys, dogs, sheep, pigs, oxen, and pigeons, etc. We saw some of these animals in various stages of rinderpest, and others which had entirely recovered from the disease. During an interesting visit of two hours, we saw a number of experiments, and the renowned savant was good enough to show us the bacteria of typhoid, cholera, consumption, and diphtheria magnified. On leaving the laboratory we had all to be disinfected, as had also our carriage and the Kaffir driver. I may here give the substance of two letters written by Dr.

Koch on this subject, in which he describes his researches into the causes of rinderpest.

The letters were written from Mozambique and Aden respectively during the author's journey from the Cape to India to investigate problems connected with the bubonic plague; he had to take this circuitous route owing to the plague having paralysed direct communication between Bombay and the south-east coast of Africa. Professor Koch begins with some brief reference to recent researches, the outcome of which is a great conflict of opinions as to the exact nature of the specific germ of the disease, some eminent authorities even denying the possibility of at present isolating it at all. He then describes the affection, and gives an exact account of the conditions found after death. These lead him to the, at first sight, startling view that rinderpest is a disease of the same nature as smallpox and measles, from which it differs in attacking, not the external skin, but the corresponding membranes lining the cavities of the body. He next gives an account of the experimental station provided for him in the outskirts of Kimberley, within a few miles of the border of the infected area; finally, he describes a method of inoculating an ox with rinderpest by means of the blood of an infected animal, which he claims to be quite infallible. He hence comes

to the conclusion that if an ox be so inoculated and escape the disease it must be *immune*, that is, protected against the disease. This conclusion forms the basis of all subsequent work, the object of which is of course to devise a method of establishing this immunity.

From Mr. W. F. Cranswick, secretary of the Chamber of Commerce at Kimberley, I received during my stay much valuable information relative to the trade of Kimberley and district. A notable incident during our visit was a hailstorm, the hail being as large as filberts, which was rather astonishing, considering the heat we had experienced. During the shower, the weather certainly became very cold, but a few hours afterwards it became as hot as ever.

At Kimberley everything else is of secondary importance compared with the diamond mines, of which the town is the centre, and of these the De Beers is the largest, and is the "show mine" most frequented by visitors. The De Beers Company has purchased a lot of smaller interests and formed them into one large Company. The mines are under the directorship of Mr. H. Robinow, to whom I had a letter of introduction, and who gave us passes to visit the whole of the undertaking. The mine is indeed a wonderful sight. Some 6,000 natives and 1,500 white workmen are employed, and

nearly all the requisite machinery is made by the Company itself, very little being imported. The average production of diamonds is valued at from £10,000 to £12,000 a day, these being sold each week to a London Syndicate which is represented at Kimberley. The diamonds, good, bad, and indifferent, are sold at an all-round price of about 28/9 per carat. A very much larger quantity of diamonds could easily be produced, but the policy pursued is to supply the market according to the demand, and thus keep the price at a certain level. Mrs. Edwards and my daughter went down the Kimberley mine (1,200 feet deep), and brought back with them a specimen of the "blue" from which the diamonds are extracted. The machinery which is used in these mines is in itself a sight well worth seeing, and always arouses the interest of visitors. In the early days of diamond mining, the mines were worked from the surface, but the extension of the various claims and the undermining of the roadways between the claims soon led to slips and falls of earth, which, in course of time, in a great many cases buried the workings. Now, however, underground mining is carried on, the depth in the De Beers and Kimberley mines being about 1,400 feet. There are still some mines being worked in the open; but in the majority of instances the working is underground.

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SORTING GRAVEL FOR DIAMONDS.

From a Photo. by J. E. Middlebrook, Durban, Natal.

When the "blue" which contains the precious stones is brought to the surface, it is scattered over the ground on several hundred acres of land belonging to the various companies (and which are guarded night and day), and allowed to lie there until the blue ground is disintegrated by the action of the weather. The blue, being thus softened, is gathered and washed by means of very elaborate machinery, by which means the garnets, iron pyrites, etc. (which are of little or no value), as well as the more valuable stones, are separated from the earth, rock, etc. These are then placed in self-propelled vans, which are locked, and the contents taken to the sorting rooms. Here they are sorted by men of long experience in this class of work. They are sorted a second and a third time by prisoners, who are locked up in a compound, and who go direct from the prison to the mine, and *vice versa*. These precautions are necessary to prevent pilfering. While in the sorting room we were allowed to pick up and examine some of the rough diamonds from the heap, but on our suggesting that we might be allowed to keep some of them as souvenirs, we were informed that, unfortunately, that was not the giving away day. All the natives engaged at these mines are located in a compound, where they are virtually prisoners for the term for which they engage to work. They are not allowed to leave the compound, all

their wants being supplied. There is a hospital in the compound for their use, and they are generally well-cared for. Each man works five and a-half days in the week, and they appear to be happy and content. Most of them come to the mines for just that period that will enable them to earn sufficient money to buy cattle, which they exchange for wives, and the greater number of wives a man has the richer he is. This seems to be the aim and end of their existence: the wives constitute his wealth, as they work for him. We visited a compound on Sunday, and found the natives there very merry, indulging in dancing and all kinds of games. They were highly delighted when some groups were photographed by Miss Edwards, and were as pleased as children at being allowed to look through the camera. There is no doubt that the kind treatment they receive leads to their being a well-behaved and happy set of workers. I would like here to record my indebtedness to Mr. Shields, who conducted us all over the works of the De Beers mines, and who was unremitting in his attention. We also saw the De Beers Volunteer Brigade, which is a fine body of men.

There is no doubt that a great deal of robbery takes place at these mines, for there are plenty of illicit diamond buyers, locally spoken of as I.D.B.'s who are

very energetic, and who do their best to induce some of the native workers to endeavour to secure some stones for them. The laws are very strict against this offence, but such are the enormous profits that are made in this way, that great risks are run to obtain diamonds by this means. In many cases, persons convicted of this offence are sent to penal servitude at the Cape Town break-water, and instances are not infrequent where an I.D.B. has been tempted into buying a stone by a detective, and heavily punished for the offence, for it is against the law to purchase a diamond except through the recognised channels. Of course such a method as this of detecting these buyers can only be supported on the ground that it is next to impossible to find the culprits, unless very extreme measures are resorted to, and it may be stated that this means is only used when a person is strongly suspected of being an I.D.B., or who is known to be one through his previous dealings. Even supposing a diamond is found in or about the town, the finder cannot claim it, and the possessor of a uncut diamond renders himself liable to imprisonment, if he has not a pass for its possession from the police or the proper authorities.

In one of the sorting rooms we saw diamonds in one heap to the value of £10,000, ready to be transferred to the buyers, and we saw in the office of the De Beers

Company a week's takings, which would be worth from £50,000 to £60,000, and which was to be handed over to the buyers next day. They consisted of all kinds of gems, some small and some very large, while others were only fit for diamond drills, there being light yellow, deep yellow, black, and other varieties. My wife and daughter were anxious to secure a few of them, but we deferred buying any until our next visit. We were also shown a large number of cut diamonds of all kinds and colours, a sight which gave the ladies especial pleasure, and no doubt they were sorry to leave all of them behind. On this occasion Mr. Bowden showed us eight or ten diamonds, some not very small, that had been extracted from a Kaffir's leg. This man, while working, complained of being unwell, and it was found that he had a bad leg, which would not heal up, despite all the doctors' care. It rather seemed to get worse, and the doctors could make nothing of it. After a consultation they arrived at the conclusion that nothing could be done except to cut it off. One day, however, one of the doctors found a piece of cloth sticking out of the wound, and further investigation proved that the cloth contained a diamond. Another search revealed several more diamonds in the same wound. The Kaffir had evidently cut open his leg to secrete the diamonds, but unfortunately

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From a Photo. by J. E. Middleton, Durban, Natal.

for himself he had covered one with a piece of cloth, which prevented the wound from healing, and this led to the whole trick being discovered. He got seven years hard labour.

Some very fine specimens of humanity were among these native workers, and their dress is of the most primitive character. On Sundays, when they did no work, they were generally to be seen dancing and merry-making, and evidently enjoying themselves hugely, "with nuttings on," or almost in a state of nudity. The compound is completely covered on the sides with wire raised to a height of several yards, so that none of the workers can throw any of the precious stones to a friend on the other side. A whole day was occupied in our visit to these mines, and they were in every respect deeply interesting. We also visited the Bulfontein diamond mines, in company with our friends Mr. and Mrs. Murphy. Mr. Vigne, one of the directors, took us over the workings, and made us familiar with the methods adopted for extracting and sorting the diamonds. At this mine the workings are open. Large iron tanks are used to carry the stone, and these are drawn to the surface by means of wires, one tank descending as the other goes up. Generally speaking, the whole process is similar to that at the De Beers mines. The day we visited the Bul-

fontein mines happened to be a very successful one for the Company.

Kimberley is also an expensive place to live in. Copper coins are almost unknown, and are not used. The least valuable coin in use is the "tickey" (3d.), the newspapers selling at this price, and any change less than this being paid in postage stamps. Passing a poor woman one day, I pulled out a coin which happened to be an English penny, and gave it to her. She looked at it with doubt and surprise written on her face. She didn't know whether to throw it away or not, and looked at it again and laughed. Very likely she did throw it away later. There are very many fine shops at Kimberley, and there appeared to be a large number of stockbrokers. The town seems to be thriving, but not to such an extent as other towns we visited later.

The De Beers Company are building a fine sanitorium which will be of great benefit to residents and visitors. At Kimberley, at 9 o'clock at night a bell is rung from the Town Hall (reminding one of the Curfew bell in the olden times) and all natives must be in their location, or they are liable to imprisonment, unless in possession of a permit from his employer, stating the reason of his being out so late.

CHAPTER IX.

PRECAUTIONS AGAINST RINDERPEST.
THE PHOKWANI WAR.

AFTER leaving Kimberley we retraced our steps for a considerable distance in order to reach De Aar junction on the borders of the Orange Free State. Here we had to be fumigated with all our luggage, in consequence of the fear that the rinderpest might be spread through our agency. This process, disagreeable in itself, was performed with as little inconvenience as possible to us, the officials being most courteous. On leaving the Free State and entering the Transvaal at Vereening, we had to be fumigated over again, but here again little trouble was experienced, the fumigating process simply consisting of our washing our boots in Condyl's or other fluid. All our party, ladies included, were carefully searched for arms, our luggage also coming in for a good overhaul. I happened to have in one of my pockets a mysterious-looking case which one of the inspectors eagerly seized, as if he was glad to have his vigilance rewarded in some small degree, but it was amusing to witness the disgust with which he returned to me my silver cigar case as not

being likely to contain any more offensive weapon than would result in a harmless puff of smoke.

At Kimberley some little excitement was noticeable as to the progress of a "little war"—the Phokwani—which was entered upon in consequence of the treacherous murders of several residents in the district of Bechuana-land. A chief named Galishwe, who was known to the authorities, with his brothers, as being concerned in the Griqualand West and Bechuana rebellion, for which they were sent to work for five years at the Table Bay break-water, was chiefly responsible for these murders, and he defied the Colonial Government to go and take him. An expeditionary force was sent against him about last Christmas, and the first sight that greeted their eyes on reaching Phokwani was the feet of the murdered settlers, Mr. Arthur Blum, field cornet, Mr. Waldt, and a Mr. Bolton, all three of whom, with a native servant, had been buried in Blum's garden. Bolton had ridden into Blum's store from Monte, when he heard of that gentleman's danger. Active measures were taken to punish the rebels for these and other murders, and in the course of the operations that took place within the next few months most of the murderers were killed in the various encounters. Galishwe, however, escaped, and the nature of the country is such that the greatest difficulty was ex-

perienced in getting within reach of him. This, combined with the bungling of the arrangements for the supply of provisions and clothing to the men on active service, has caused the operations to be protracted up to the present time (August, 1897) without any very tangible result. It was clear, however, that Galishwe was making his last stand, and that his capture was a matter of a very short time. Several of the chiefs concerned surrendered in the beginning of August, but Galishwe was not yet caught. Throughout, he has shown little, if any, of the generosity or truthfulness of most South African chiefs who have had dealings, friendly or otherwise, with the British Government. Galishwe was at last taken prisoner about the middle of September.

We left Kimberley for Johannesburg on the 2nd February and passed through the Orange Free State without breaking our journey. We had made arrangements to visit Bloemfontein, and had already arranged for rooms in a hotel in the town. I was also furnished with numerous letters of introduction, amongst others one for the president, Dr. Steyn. However, we had been informed that typhoid fever was very prevalent there about the time we passed through, and we thought it judicious not to make a stay. Bloemfontein is considered one of the best health resorts in South Africa.

CHAPTER X.

IN THE GOLDEN CITY—PHENOMENAL
GROWTH.

THE journey to Johannesburg, which is 661 miles from Kimberley by rail and 1,014 miles from Cape Town, occupied 87 hours, and on arriving we took up our quarters at Heath's hotel, as pre-arranged. We were very comfortable there, though the charges were very heavy (£1 a day), while a bottle of beer cost four shillings, claret, eight shillings to ten shillings, and champagne, twenty shillings to thirty-five shillings per bottle, and so on. However, the cooking was good, and we had excellent Indian waiters, while Mr. Heath and the manager were most attentive. The Golden City, as Johannesburg is called, has developed wonderfully in a very few years. For a short time it consisted of tin shanties and wooden hovels, but these soon gave way to buildings of a more substantial character.

The appearance of Johannesburg is striking, one

scarcely expecting to see such broad, fine streets, and good and substantial buildings that would not disgrace the best streets of an English city. The astonishing part of the whole matter is that the town has grown to what it is within the past ten or twelve years. Here, again, corrugated iron played a good part in the construction of houses, etc., though the principal structures were very substantially built. Most of the building materials had to be brought by bullock-cart as much as 1,000 or 1,500 miles.

As a commercial centre, Johannesburg ranks amongst the first towns in South Africa. The impetus given to trade, and the growth of both the City and its wants, has created so great a demand for goods of all kinds, that the supply is often inadequate, and during the closing of the Vaal drifts by the Transvaal Government, the greatest difficulty was experienced in supplying the ever-increasing demands of the growing population of this mining centre. Cape Town and Natal merchants have command of the greater share of the trade of Johannesburg. Some of the wholesale stores to be found here would astonish a Birmingham merchant, and the enormous stocks of every requisite would open one's eyes. One of my first visits in Johannesburg was to Mr. Crystal, representative there of the African Gold Recovery Company,

to whom I had a letter of introduction from Mr. Charles M'Culloch, of the same Company in London. Mr. Crystal was good enough to introduce me to the famous Rand Club, of which I was a member for a month. This was a place of considerable interest to me. Here it was that Mr. De Wet made the famous speech of his which has been so much commented upon, and in which his promise was given that all the leaders of the insurrectionary movement—the Reform Committee, which included Messrs. Sampson and Davies, who, until June last were still in prison, should not be harmed, if their arms were laid down, and they surrendered; and who further stated that upon their action in this matter depended the life of Dr. Jameson, then a prisoner—a statement which it was afterwards found difficult, if not impossible, to reconcile with the true state of affairs, for Dr. Jameson's safety had been secured by the terms of his capitulation. The Rand is a very large club, and its members are very numerous, and of all sorts and conditions of men. The entrance fee is, I believe, 100 guineas and the annual subscription 50 guineas, and I am informed that at one time it was difficult, if not almost impossible, to get in, any Englishman proposed being blackballed by the foreign members, and foreign candidates being treated in a similar manner by English

members. However, at the present time, wiser counsels prevail and a better feeling exists. Very near the club are the premises of Messrs. Eckstein & Co., which are very extensive and imposing, and it is in their neighbourhood that the outside brokers do their business, inside the Chains; the noise and babble of voices is worthy of our Liverpool Stock Exchange.

In due course I presented my letters of introduction from the London office to the manager, Mr. Price, of the Robinson Gold Mining Company, whose mine is considered the show mine of the Rand, and we were taken over the working, this being the first gold mine any of us had seen. As may be imagined, it was very interesting to us, especially the splendid machinery in use, and more particularly that in the stamping room. These stamps, a large number of which were at work, made it impossible to speak or to hear with comfort. The whole process of mining and crushing the ore was shown and explained, and we also saw the ore treated by the cyanide process, afterwards visiting the assay room. From this mine is produced from 15,000 to 18,000 ounces of gold a month. We took home with us a piece of quartz obtained at this mine, and the hospitable manager insisted on our joining him at afternoon tea at his house. This we enjoyed, more parti-

cularly as it was served in a pleasantly-situated garden, blooming with beautiful flowers. Our next visit was paid to the Crown Reef Gold Mines, which is a somewhat smaller concern, but very similar to that just mentioned. Its output is from 10,000 to 12,000 ounces per month. Here I found the son of my old friend, Mr. A. M'Culloch, of Liverpool, installed in the position of assistant assayer.

The market square in Johannesburg is a wonderful place. It is, I believe, one of the largest squares of the kind in South Africa, the market square being one of the chief features of nearly every city in Africa. Here were auctioneers in great force plying their avocations, and as there were from fifty to one hundred of these gentlemen offering every description of goods, the noise and confusion can be better imagined than described. Furniture of every kind, and all manner of goods were piled up out of doors, waiting to be sold, and we even saw a live zebra put up for auction. He was a very fine looking animal, and was ridden through the streets like an ordinary horse, but he had to be led by a man, as these animals are generally rather savage. Forty pounds was offered for this particular specimen, but as the reserve price was sixty pounds he was not sold. One of our visits was to the very large and exceedingly fine house

built by Mr. Lionel Phillips, and then occupied by Mr. Fitzpatrick, the late Secretary of the Reform Committee, who was our fellow passenger on the "Dunottar Castle," and who had taken a prominent part in the Uitlanders' agitation, and been imprisoned with the other prominent members of the Reform Committee. While we were in Johannesburg, sickness was rather prevalent in the town, which was doubtless owing to the insufficiency of the sanitary arrangements and the want of water for flushing purposes, the supply of this necessary commodity being rather limited. Johannesburg is situated 5,700 feet above the sea level, and as the air is rather rare it did not suit me. I found it one of the coolest places in South Africa, but the streets were very dusty, the dust blowing with a strong wind in such quantities as to resemble nothing so much as a fog. This must render the place an unhealthy spot for invalids. It was cool enough at nights to require an extra blanket. Lately the authorities have taken to watering the streets, an innovation that will be looked upon as a godsend, and an improvement in the roads themselves is being effected, in that some of them are being relaid with asphalt. This is a difficult and expensive operation in such a far-away place, but in the course of time this expenditure will be more than

justified, as the accumulation of such vast quantities of dust will be prevented.

In Johannesburg I had the pleasure of meeting Mr. W. Y. Campbell, a gentleman who has long resided in the Transvaal, and who is an expert in all matters relating to mining. I have particularly to thank him for a great deal of information respecting the mining industry, stocks and shares, and other matters connected with the principal industry in the country. Another friend who was a passenger out to the Cape with us, was Mr. J. W. Philip, one of the leading stockbrokers in Johannesburg, and who posted me up in many matters of the greatest interest to us. He was also very kind in many other ways during our stay in the town. While here, I also presented my letter of introduction to Mr. Hoy, the agent of the Cape Government Railways, and I have to thank him for so kindly getting me a pass over the Netherlands Railway in the Transvaal; and he was also the means of getting me a free pass over the Natal Railways. Since, I have had the pleasure of seeing him at Waterloo. I also had the pleasure of meeting the general manager, the Hon. David Hunter, of this latter line, who travelled with us to England, and who seemed to me to be one of the most able men I have met.

At Johannesburg I was struck with the fact that all natives (not, of course, including Indians) were obliged to wear a badge, though some of them seemed to me to be worthy of better treatment, and to be of a superior class altogether. Again, no native (again excluding Indians) is allowed to walk along the footpath, but must keep to the street. This seemed to me to be very strange after seeing how very differently the natives on the West Coast and in other parts of South Africa, and in other colonies, are treated, and I was particularly astonished to see in the streets of Johannesburg how trivial offences on the part of natives are punished, a native who perhaps walked on the footpath being struck on the face, with no light hand either, by the Boer policeman. In Johannesburg, "tickeys," as at Kimberley, are the smallest coin in use, and any smaller change is given in stamps. Generally speaking, Johannesburg is a remarkable place, both as regards the growth of the town and the enterprise of its inhabitants. Recently, the value of property in the town has gone up enormously. A few weeks before we arrived, a corner lot in one of the principal streets, measuring 50 feet by 50 feet, was disposed of at a competitive sale for £40,000, and a gentleman told me that he had a smaller plot just opposite in the same street, which he bought some years ago for £160, and four years ago he

sold it for £1,600. The same plot was now worth £30,000. Another gentleman from Natal, one of the principal merchants there, had purchased sufficient land to build a store upon at the then record price of £3,000, and which was valued at £30,000 when we visited the place. It struck me as very remarkable that such high prices should be paid for land that in a few years may be of comparatively little value. Johannesburg is essentially a gold-mining centre, and without its gold mines the town would lack that mainspring which at present would seem necessary for its very existence. Considering that the ordinary life (the paying period) of a mine may be set down as from ten to twenty years, capable of being prolonged under favourable circumstances, it appears strange that the price of land should be at such a high figure. These figures will serve to show the advance in prices generally, but more particularly in property in Johannesburg. There is a population of about 105,000 here.

CHAPTER XI.

MINING DISABILITIES IN THE TRANSVAAL.

A VERY large amount of British capital is invested in the mines of South Africa, and particularly in the Transvaal. It may, therefore, not be uninteresting to refer at some length to some of the difficulties under which the industry is conducted in the Transvaal. The figures used are in every case obtained from official sources, and the facts relating to the mines are gleaned from those best qualified, by personal and lengthy experiences, to speak on the subject. Generally speaking, before the discovery of the Rand Gold Mines the Transvaal was purely an agricultural country, and the income of the Government derived from such sources was necessarily small. Thus, in 1871-2 the revenue was but £40,986 and the expenditure £35,714. There were moderate increases in both items for some years, but in 1886—the year British capital began to flow into the Transvaal to develop the newly-discovered mines—

the receipts jumped up to £380,433 and the expenditure to £211,829. The rush to the goldfields, and the ever-increasing amount of capital invested in these mines, caused both the revenue and expenditure to increase enormously, until the estimated receipts for 1897 are put down at £4,886,499, and the estimated expenditure £4,670,975. It will thus be seen that the chief factor in this enormous growth of revenue was the gold mines, and even with the increased values of farms and produce caused by this great influx of capital and population, the Boers of the Transvaal contribute but a small portion of the revenue and reap largely the benefits of the expenditure. About seven-eighths of the revenue comes, in one form or another, from Johannesburg, and it is common knowledge that little is done for the residents of that town except it be paid for over and over again—witness the railway charges.

Many theories exist as to the formation and extent of the seams in the Rand district, but sufficient has been proved, in the way of illimitable tonnage of "pay" rock, to admit of the unsolved problem of greater depths being contentedly left alone by practical men. The seams vary from very narrow rich ferruginous sand up to solid conglomerate blocks of 10 or 15 feet. The narrow seams are infinitely richer in gold contents than

the larger seams. A poor narrow seam is often met, but never a large seam as rich as the "knife edge" seam. It is generally found that, taking the output of any level of a mine, the average is about the same for each level of, say, 1,000 feet. It is a singular fact that, while 80 per cent. of the Rand imports of machinery are of British manufacture, the necessarily very large equipments of power drills are all, or nearly all, imported from the United States. British drills do not hold the market. There are two makes of American drills, which, generally speaking, receive about an equal share of attention, and the articles are found to be reliable and the makers good business people. It may be stated here that the Rand mining outfits are second to none in the world, but that the prices are at least double what they should be; and this remark applies with equal force to nearly every article used in connection with the mining industry—food and provisions not excepted.

In the first place it may be well to state that fully one half of the mines are non-dividend paying properties, though large sums continue to be expended out of capital in the hope of better results, or of the long-deferred help from the Government in the shape of less costly transport, etc. There are scarcely more than a dozen mines which

notwithstanding the great difficulties they have to contend with, are able to make good profits, and these are those which produce the richest ores. There are about the same number of poorer mines which still pay a dividend of some sort, though generally speaking it is growing smaller year by year, and must soon cease under the present conditions. The capital is, it is feared, in many cases, rapidly dwindling through the loss on the treatment of low grade ore. On the other hand, there are a large number of mines which are even less favourably situated, and others again which are in a hopeless condition, and cannot even hope to make a profit unless some of the changes indicated come about. Many of the deep level mines should yield a good profit—some certainly will in spite of the adverse conditions—but others again are insufficiently provided with cash for the work that lies before them, and cannot prove successful as yet. In many cases the shares in these mines are in the hands of big Corporations, who keep them standing at fictitious prices. In the outer districts a very large number of mines have recently been started, but with few exceptions these will all go to ruin as their capital disappears.

There is undoubtedly a remedy for these evils, and it may be said roughly that it lies in the hands both of the

Companies themselves and of the Transvaal Government. As far as the Companies themselves are concerned the remedy is to look more closely after the working expenses, and to entrust their fortunes only to qualified men. Many companies are also greatly handicapped by the inflated prices paid for the acquisition of their properties, and others again are not free to control the properties they have paid for, being bound by unjust agreements with and charges by trust companies.

The question of the legislative difficulties is a much larger one, and the one that is the chief hope of most of the gold mining companies, though the prospects are not over bright as yet. The Transvaal Government controls the railways within its borders, and is in a position to exact whatever payment it pleases for the carriage of goods, &c., over its lines. In many cases the charges are two and three times, and in a few cases four or five times, the value of the goods. This not only handicaps the mines in the provision of necessities for working, but also the worker, whose food is dearer, and whose general expenses are infinitely greater than it is felt to be necessary.

Though there are five lines of railways into the Transvaal serving the gold mining industry, their relative positions admit of little or no competition, and each

railway consequently makes the freight according to its needs. The charge for coal transport is $3\frac{1}{4}$ d. per ton per mile over lines which do the same work for themselves for $\frac{1}{2}$ d. per ton per mile. One penny would pay well. A cargo of American pine blocks for mining outfit (825 tons) cost £1,100 f.o.b. in America, and £6,186 7s. 8d. when it reached Johannesburg, the difference with the exception of £1,800 for freight and £197 sundries, being railway charges on 825 tons for 418 miles. A similar shipment costing f.o.b. at London £11,140, costs £28,206 at Johannesburg, the railway charges being £11,488 for 700 miles rail. Customs duties on imported provisions, houses and bodily coverings, &c., are also very high. Of the necessities of life 90 per cent. are imported.

This, however, is not all, for the taxation is so arranged that the bulk of it falls on the Uitlander, and the taxation has lately (October, 1896) been increased by the imposition on every absentee owner, and on every land-owning corporation a war tax at the rate of £1 for every morgen (2 acres), and £5 for every erf. This tax does not apply to burghers of the Transvaal. A later law re-imposes the tax on oats, forage and seed oats, which are required almost exclusively for the horses and mules used by the industry. It is also feared that the Government may impose other burdens—to recompense the burghers

for losses by rinderpest which may be about £4,000,000; military and police expenses £1,500,000; besides other taxes such as on cyanide, etc. The Government through its Minister of Mines has officially declared that it does not wish to see any more gold fields opened; and it is believed all will be done that is possible to prevent the increase in the industry, and the consequent increase of the Uitlander population by from 20,000 to 25,000 a year. The high wages have induced white miners to go to the Transvaal from the United Kingdom, the United States, Australia, etc., but the emigration has been temporarily stopped by law. The Government Officials have also done all in their power to prevent natives travelling to the mines on the ground that the rinderpest was spread by this means. Then there were the Press Law and the Aliens Expulsion Law. Complaint is also made that the government expenditure is loose and extravagant. A million and a half has been allowed for last year's military expenses, and £60,000 for secret service, while £60,000 a month is being paid to burgesses as rinderpest guard, though the plague has spread all over the country.

The interference of the Government in the local affairs of Johannesburg and, especially since the Jameson Raid, the visitation of mines, etc., by the police in their search for arms which do not exist, are also matters

which irritate. Great trouble is also caused by the rinderpest, which is decimating cattle throughout the whole country, and the transport of goods, etc., is greatly hampered. What with rinderpest, locusts, and drought, the outlook is anything but pleasant, and will probably mean ruin to many.

Undoubtedly the one question which overshadows all others in the Rand, is the question of native labour. There has never yet been an efficient supply of labour in the Witwatersrand, which is, in a measure, due to the very rapid growth of the demand, but chiefly to the fact that the Transvaal Government has not at any time been in thorough accord with the industry in the matter. At the present time the number of men employed at the Witwatersrand, Heidelberg, and Klerksdorp goldfields is, natives 75,000, white 10,000, while there is plenty of work for from 20,000 to 30,000 more natives. It is calculated that unless white labour is substituted for native labour there will be employment for at least 200,000 natives in a few years. As regards white miners, a large percentage of them are unskilled, and though less useful than miners in Australia or America, are paid higher wages, in some cases two and three times as much, besides having free quarters. Nevertheless, it has been found that could white miners be

employed exclusively a saving of as much as 50 per cent. might be made, and even more if Italian labourers were employed. They are too few in number, however, to render it possible to do without a large supply of native labour. An effort has been made to utilise white labour exclusively, and with success, but it is obvious that this can be done only in isolated cases. Doubtless white labour could be brought to the country, and this course would have been adopted long ago, but that the companies knew such a step would be very distasteful to the Government, which is opposed to any action that will increase the Uitlander population. It is feared that at some time trouble might arise between the companies and the men employed, when the aid of the Government might be requisite. Notwithstanding this consideration, there is a growing disposition to look with favour on the increase of white employés, and the experiment is being generally tried.

Turning to the question of native workers it is found to be even more difficult and complex. Not only is native labour insufficient, but what there is of it is inefficient and expensive. A native in other parts of Africa is paid 1s. per day and feeds and houses himself, while at the mines he is paid about double this, and in addition is fed and housed; besides which there is

the cost of superintendence, the cost of obtaining and bringing them to the Rand, the losses by desertion (both these latter are heavy items), and the waste owing to a large proportion of the "boys" being inexperienced. While about 20 per cent. of the natives at the mines are permanently idle, those working only yield 50 per cent. of efficiency. This will be understood when it is stated that the average stay of a native on the Rand is less than six months, but as the supply is limited a raw Kaffir has to be paid the same amount as a more skilled native. If none but experienced boys could be employed it is safe to say that an average of thirty fewer hands would be required in a mine, and with a 50 per cent. reduction in the price of labour this would mean a saving of over 60 per cent. on the present cost of native labour. As a rule a Kaffir simply takes to mining as a means to earn a certain sum, with which he purchases a wife or wives and settles on a farm for the rest of his life. Generally he lives a long way from the Rand, and only goes to the mines to make the money he requires in the shortest time possible. Therefore, the higher the pay the shorter is the time he works. This is the class of labour the mine managers at the Rand have to depend upon.

Many proposals have been put forward to endeavour

to find a solution of this problem, but the want of sympathy on the part of the Government renders nugatory all efforts to improve the situation. By a combination of mine managers it is believed it would be possible to reduce the cost of Kaffir labour by 50 per cent. and increase its efficiency by 50 per cent. As the expenditure on native labour at the goldfields is £3,250,000, the saving would be great. The compound system in successful operation at Kimberley, by which a native contracts to work for six months, is suggested as one means out of the difficulty, and another solution suggested is the colonisation system, or the settlement of natives and their families in the immediate vicinity of the Rand. The Government is opposed to the first scheme, and the second is forbidden by a law which limits the number of families on a farm to five, and the Rand members appear to be antagonistic to any change. Even if help in this direction was given by the Government, little good would be done unless that authority also assisted the industry by rendering the conditions under which the natives travel less oppressive and vexatious than at present, and by making the law sufficiently stringent to compel natives to respect contracts. A discussion has recently (June 9th, 1897) taken place in the Rand on this question of Kaffir

labour, and the suggestion was made that labourers be imported from India and Abyssinia. One member attributed the scarcity to the fact that English troops were being sent to South Africa, and they were told there was going to be a war between England and the Transvaal. As before stated, many of the mine managers are now more than ever turning their attention to the question of increased white labour, as the only permanent solution of the difficulty.

Apart from the question of labour, the mining industry of the Rand is handicapped by the railway charges, the transport rates being in some cases enormous. To compensate in some measure for the dearness of coal thus caused, electric power is being tried, but it is too soon to speak with authority as to the success of the movement. With cheaper transport the cost of living of both natives and whites would be materially reduced. The charges on dynamite are exceptionally heavy, and relief from this burden has long been wanted. It is calculated that £500,000 a year could be saved if the mines had free trade in dynamite. The *Times* of June 10th, 1897, contained the following telegram from its Johannesburg correspondent:—"It is understood that the official members of the Industrial Commission favour the reduction of the price of dynamite to about 55/- per

case, and some reduction in railway rates, but that they oppose the abolition of the dynamite monopoly and the expropriation of the railway, except on terms which it is impossible for the industry to approve. Some anxiety is felt lest some of the advisory members, if asked to join in the report, should agree with the official members' views, instead of insisting on the necessity for the abolition of the dynamite monopoly and the expropriation of the railway, which, in spite of the eighteen months which are bound to elapse before expropriation is possible, would alone satisfy the industry generally." In August, 1897, the Commission reported in favour of the reduction in the dynamite charges, a readjustment of the terms under which the railway monopoly was granted, and Government aid in the supply of native labour, but the matter has yet to come before the Volksraad. A telegram, dated Johannesburg, September 7th, stated:—"The result of the Industrial Commission report will probably be first, lowering of railway tariffs; second, reduction of the price of dynamite; third, the removal of the duties on certain food stuffs and mining materials as far as possible; the President being strongly in favour of these reforms."

Another question of vital importance in the Rand, and amongst the shareholders of these mines, is, what

is the life of a mine? That is to say, how long can a mine be worked at a profit? This is a question which it is not easy—nay, almost impossible—to answer, as the answer would depend upon conditions which are ever varying—the cost of production and the method used to extract the gold. In the Rand, roughly speaking, the cost of production is thirty shillings per ton, and at this figure the average yield of a mine might be put down at 80,000 tons—the life of a mine would depend upon the rate at which this was treated. It is admitted that the working expenses of the Rand mines are greatly in excess of what they should be, and it has been calculated that with a reasonable reduction in the railway charges, the cost of explosives, and of native labour, the cost of production can be reduced to anything varying from eleven shillings to seventeen shillings per ton. Thus, if plenty of efficient native labour were available, the cost might be reduced to thirteen shillings per ton, and with plenty of efficient white labour, to fourteen shillings and sixpence per ton. Take it that the cost could, on the average, be reduced by one half—say to fifteen shillings per ton, this would mean that the ore treated would be increased to an average of 60,000 tons, for it would enable a much lower grade ore being treated. At the present time ore yielding less than thirty shillings per ton must

be worked at a loss, and a great deal of ore, that is now put aside as useless, could be made to prove remunerative if the working expenses were reduced as indicated, besides which ore that has already been raised but thrown away as worthless would pay handsomely for the expense of crushing and the extraction of the gold. There are many of the mines which now barely pay expenses, and some of them which even work at a loss, which would pay a handsome return if these expenses could be reduced. In addition the method of extraction by the cyanide process is being more largely availed of, and the cost of cyanide has recently been reduced. The cyanide process, on practical lines, dates from 1892, and in 1896 2,807,963 tons of sand were cyanided, yielding 663,467 ounces gold, value £2,058,851—average yield, 14s. 8d. per ton; average cost, 4s. 9d. The average cost has been reduced from 10s. 6d. in 1892 to about 4s. 9d. in 1896, and there are evidences that the minimum cost has not yet been reached. The number of stamps at the mines on the 31st December, 1896, was 4,831, of which 2,953 worked 310 days. Some of these are old mills, which are gradually being replaced by heavier mills. The tendency is to have heavier mills. The water used for milling purposes is caught in dams made in the shallow undulations of the plateau. Little water is to be obtained at

this altitude (6,000 feet) by any other means, unless it is brought from a river (the Vaal, 40 miles away, is the nearest river of importance, and this is 1,000 feet below the level of the Rand fields), or caught in large storage dams during the annual rainfall. In June the Transvaal Government sanctioned an additional water supply for Johannesburg. The new supply comes from Zuurbekom Springs, and has been reported on most favourably by able men. Amalgamated with the present Johannesburg Waterworks Company, it amplifies that company's supply many fold, and practically comes to the relief of the Rand for all time, at the same time providing sundry additional millions of gallons per day without increasing the burdens of the ratepayer or further involving municipal interests. It is, furthermore, calculated that the combined supply will eventually permit of a complete scheme of drainage being established ; and it is notorious that good water and sound drainage must mean more to the Uitlander even than the franchise, more to the mines even than tariff reductions. This good work Mr. Barnato initiated before ill-health overtook him.

In the Transvaal hundreds of square miles of coal-fields exist, and the quality of the product is equal to from 55 per cent. to 70 or 80 per cent. of best Welsh steam coal. The coal output is about 5,000 to 25,000

tons per pit per month, or 1,250,000 tons per annum in all. All is bagged for delivery, and this costs 1s. to 2s. per ton extra at the mines. The cost per ton raised is 6s. 3d., but it is believed this could be reduced to 3s. 7d.—one mine is working at 4s. 2d.—and if bagging was abolished the coal bill of the mines would drop 50 per cent. The total revenue of the Transvaal Government to June, 1897, is £4,886,499, made up as follows:—From British (Uitlanders), £4,872,595; from Boers, £363,904; and from natives, £150,000. The expenditure is £3,698,764, of which £1,183,273 is spent for the benefit of both Boer and Uitlander, and £2,515,491 exclusively for the benefit of the Boers. The total number of whites in the Transvaal, according to the State Almanac, is 245,397, of which 66,244 are Boers and 179,155 Uitlanders, or 73 per cent. of the whole population, leaving the Boers 27 per cent. There are about 450,000 natives, with a floating population of about 100,000 more. About 80 per cent. of the Uitlanders are British, and there are about 75,000 Uitlanders in and around Johannesburg.

With regard to the cost of working the mines, it is stated that if they were shut down for a week only it would bring about such a change as would compel the reduction of all costs and charges; but, on the other

hand, it is objected that this course would cause such a panic in the market that the loss would be far greater than is at present entailed.

The following is the opinion of one who knows most of the mines thoroughly, and who has closely studied the causes which have militated against the success of so many of the undertakings :—" Do not think this country (the Transvaal) is over-rated. The legislation of half-an-hour would be sufficient to create a greater boom than has yet been witnessed. There are hundreds of mines in the Transvaal that would pay if ordinary facilities were placed in their way, and this country could easily be made one of the wealthiest in the whole world. We must have reforms: Honestly run railways, cheap transport, no monopolies, fair taxation, and sound legislation and organisation regarding Kaffir and other native labour. These from the Government. The shareholders must undertake the internal reformation of the companies and the ousting of the cliques who fatten upon the industry." A letter, in which I dealt with this subject somewhat more briefly, appeared in the *Financial Times* of May 19th, 1897.

CHAPTER XII.

PRETORIA AND PRESIDENT KRUGER.—THE
POLITICAL PRISONERS AT PRETORIA.

ON the 12th February we left Johannesburg for Pretoria, and took up our residence at the Grand Hotel, where rooms had already been arranged for. This hotel is a fine building in the square just opposite the Parliament House. The distance from Johannesburg to Pretoria is only about 30 miles by road, but 46 by train, and the altitude of the latter place is not nearly so great, being over 1,000 feet lower, or 4,471 feet above sea level. The climate is much hotter. The railway journey to Pretoria was through a very beautiful and interesting country, and while at Johannesburg water is scarce, at Pretoria it is abundant, and everything is smiling and green, but still there is considerable annoyance caused by the dust. We were very much delighted with the town; it is well laid out, the streets being regular and largely planted with rows of fine trees. Within the past ten or twelve years—since the discovery of gold in the

Transvaal—Pretoria has been transformed, at least as far as its principal buildings are concerned. The splendid Government House, which cost £200,000, is one of the finest buildings in South Africa; and Church Square, in which it stands, has practically been rebuilt in that period. At Pretoria I presented my letter of introduction to Mr. S. Marks (Sam Marks, as he is familiarly called), who received me most kindly, and he requested one of his principal managers—Mr. Faure—to give us every assistance in seeing the town, &c. Mr. Faure I have to thank heartily for his many acts of kindness and attention, and he enabled us to see many places and persons whom we would otherwise have missed. He took me to see a very fine mansion occupied by the grand-children of his Excellency, President Kruger, the Eloffs, where we were well received, and taken over the whole establishment, including the beautiful grounds. Here, while we were having refreshment, my daughter produced her famous tablecloth, upon which are inscribed the autographs of nearly every notability in South Africa, including many names made famous at the time of the Transvaal troubles. This was signed by the Eloffs. We then paid a visit to the President, but found he was engaged in a consultation with some of the Raad members. We had a long chat with Mrs. Kruger through an interpreter, and Mrs.

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Kruger was good enough to sign the tablecloth at my daughter's request. Seeing that we were desirous of exchanging greetings with the President, Mrs. Kruger requested Mr. Faure to show us into the room where the President was engaged with the members of the Raad; and upon Mr. Faure entering and explaining to the President that some English visitors wished to see him, he asked us to enter. This we did, and room was made for us by the gentlemen who were present. Speaking to his Excellency through an interpreter, I told him that we were English visitors travelling in the Transvaal, and that I could not leave Pretoria without calling to pay my respects, adding that I was glad to see him looking so well. His Excellency, after shaking hands and stating that he was glad to see us, said he had heard we were travelling in the Transvaal, and bade us welcome. He added, referring to my daughter, "Is this the young lady who has that famous tablecloth?" and on being informed that it was, and requested to sign it, he promised to do so, and asked us to leave it for that purpose. However we explained that we had promised to take it to another person whom we were just about to visit, and he said "All right; send it to-morrow." Unfortunately, when the cloth was sent the next day he was not in the best of tempers, and Mr. Faure told us he refused to sign it.

We visited the Parliament House during a sitting of the Raad, when there was a large number of members in session. Several of the members came to us, shook hands and said they were pleased to see English ladies there. The proceedings terminated at four o'clock, and we waited to see the President depart. He left in a carriage accompanied by an escort of soldiers, though he lived but a short distance down the street, in an unpretentious house, the rental of which would be little more than £100 a year in England. One of the latest photographs yet taken of His Excellency, shows him seated in the vestibule of his house between the two marble lions presented to him by the late Mr. Barney Barnato. Posted opposite the house are two sentinels, who watch there day and night.

Immediately the Raad rose, and the members left the Chamber, they began to smoke; a habit which seems almost a second nature with the inhabitants of the country. During our visit the President smoked, the pipe being scarcely ever out of his mouth. In the Transvaal the tobacco is all home-grown, and is sold at from 1s. to 1s. 6d. per lb. It is said to be an excellent tobacco, and when once smoked is preferred to any other, containing as it does so little nicotine, that it is not at all injurious.

One of the wealthiest men in the Transvaal is Mr.

Marks, who is a very large colliery proprietor. He is a very intelligent looking man, and is believed to be worth from four to five millions, although he arrived in the country a poor boy. His style of living is unostentatious, and though he is a Russian and a burgher, I believe him to be thoroughly fair and straightforward. He is very friendly with the President, and I believe he has great influence for the good of the people of Johannesburg. He has a large jam factory, and also an extensive distillery, where spirit is made which is sold, not only in the Transvaal, but throughout South Africa, and he has other large interests in South Africa. About 20 miles from Pretoria is his residence "Schwartz Kopje," where upon his invitation we spent a pleasant day. Schwartz Kopje is a very fine establishment, and here Mr. Marks chiefly resides with his wife and family; he has several other country residences. We had not the pleasure of meeting Mrs. Marks, but were told she is a most amiable and kind-hearted woman, who greatly assists her husband in his good works. At Schwartz Kopje I was shewn the silver reef owned by Mr. Marks, which has already been tested and found to contain silver, which it is believed will soon be mined in large quantities.

This residence is named after the famous fight which took place near, between the English and the

Boers in 1881. The kopje is covered with huge boulders, and on the occasion referred to twenty-seven Boers were stationed on the rocks above, while 650 British soldiers, I was told, were in the valley below with two guns, and the boast of the Boers was that it took these soldiers a whole day to dislodge their twenty-seven opponents and gain the only victory England had ever won in the Transvaal. This fact seemed a matter of never-ending gratification to them, and the general feeling, as far as it could be gauged, was that in the event of a serious difference arising between the two Governments the Boers could always beat their British antagonists. They seem entirely ignorant of the real extent of the power of this country. The Boers are mostly simple farmers, and do not, except in rare cases, understand English, and their knowledge of England is gained through well-filtered Dutch channels. As for President Kruger himself, he impressed me as being a man of great firmness, of undoubted courage (as has often been proved), and extreme self-reliance—in every way a leader of men. Unfortunately, he does not speak English, and consequently he, too, has to trust to getting his information regarding English affairs at second-hand through his officials, most of whom are unfavourably disposed towards England. It is extremely probable,

therefore, that what he hears is very much weeded and carefully selected. I gather that of late he has shown a marked dislike to English people, and as he seems to be of a very sensitive nature, this dislike can scarcely be wondered at in the light of recent events. There is no doubt, however, that most of his present advisers are biassed against England; but these advisers are not in great favour with the Boers themselves. They are Dutchmen born, who, on their arrival in the Transvaal, have at once jumped into important positions, which they keep to the exclusion of the Boers, who would otherwise fill the responsible places. Consequently, they are not so well disposed towards these officials in high places as might be supposed. There is a disposition to wish the Holland element anywhere but in the Transvaal.

The Boers themselves are not the same kind of men they were some years ago. They are elated by the remembrance of their former success, and appear to have the "jingo" feeling very strong. They have the arms and the men, and lately they have got the money too. The old Boers who first settled in this country were hunters, whose very existence depended on the accuracy of their aim to find them food. They were excellent shots from necessity—in fact they proved to be the most

expert marksmen in 1881, but the present generation of Boers are very different. A very much larger number now live in towns and, of course, have not the same facilities, or the same necessity, for practice with the gun, and are not the same kind of shots their fathers were. Others again, are farmers and nothing more. It must also be remembered that from being poor farmers and, generally speaking, not a wealthy people, they have had greatness suddenly thrust upon them in the shape of a vast accession of wealth, many of their farms having been sold for large sums as gold mining properties. Many Boers in the Transvaal, however, regard the finding of gold there as one of the worst things that could have happened. There is a feeling at the present time that President Kruger has lost a golden opportunity in refusing to redress at least some of the grievances of the Uitlanders, as he has so long promised. If he had done so, things would have settled down, and all would have been right by this time, but he appears to have been annoyed by the turn events were taking, and he refused to make use of his opportunity. It would have been a splendid stroke of policy, even so late as Christmas Day, when a prominent official called upon him to offer his congratulations, and explained to him the significance of that day in England, and suggesting also that the Bible

taught forgetfulness and forgiveness, and that it would be a good opportunity for him on that day to liberate Messrs. Sampson and Davies, who were still in prison. The President listened quietly, and in reply said "Yes, but I have also read the Bible very carefully, and I read in it that he who has done wrong must be punished." He refused to do anything of the nature suggested. It was not until June of 1897 that the special occasion of the Queen's Diamond Jubilee formed a fitting occasion for the exercise of his somewhat tardy clemency, and Messrs. Sampson and Davies were released.

At Pretoria we were shown over the Police Court by the chief magistrate. We also got permission to visit the two prisoners, Captain Sampson and Karri Davies, which visit we found interesting. We sat talking for over half an hour, a prison official being present the whole of the time. These gentlemen were confined in a large room, which contains two cubicles and a bath, everything being scrupulously clean. On the walls were portraits of the Queen and of Mr. Cecil Rhodes, between which was the English flag. The prisoners were allowed a good deal of liberty, and were constantly visited by their friends, while food was supplied to them from the English Club at Pretoria. They declared that they were determined to stay in prison for their full term of two years,

rather than apologise to the Transvaal Government and sign a certain agreement. They felt very strongly that they had been very badly treated by the English Government, and said their action was entirely a matter of principle.

While I was in Pretoria I was told an interesting story relating to one of the prisoners. Mr. Sampson is a very old resident of the country, and during the events of 1881 he, of course, was with the British force. A Boer named Bothia had declared he would shoot Sampson on sight if they ever met, and in the course of time they did meet near Pretoria. Mr. Sampson was as expert at Boer tactics as the Boers themselves, and each on seeing the other instantly sought the shelter of the nearest boulder, and waited patiently for an opportunity to pop at his opponent. The least move on either side that was visible was answered by a shot and a hasty retreat under cover again. This went on for a considerable time, but neither man was injured. At last, after many shots had been exchanged, Sampson fired, and, believing he had hit his man, sprang up in exultation, only to be greeted by another bullet from the enemy he thought disabled. This time Bothia thought Sampson had been hit, and after waiting a moment or two and seeing nothing he came out in the open, to be

quickly sent back again by the crack of a rifle and the whiz of a bullet. This made both men extremely cautious, and each manœuvred to get an advantage over the other, but for some time in vain. Finally, after this game had lasted some hours, both men were wounded somewhat severely, Bothia in the arm and Sampson in the neck, and after a while they were taken, by a singular coincidence, to the same hospital and placed side by side in different beds. After a long interval of silence they began to talk, Sampson speaking Dutch like a native. In a few days they became fast friends, and the Dutch gentleman was one of Mr. Sampson's most frequent visitors during his imprisonment.

I had a letter of introduction from the Right Hon. Joseph Chamberlain to Mr. Conyngham Green, our English representative, and I found him to be in every respect the right man in the right place. I had a long conversation with him about the condition of the country and upon other matters, which, of course I regard as private. There is no doubt that he and his wife have made a very favourable impression in the Transvaal, not only amongst the English but also amongst the burghers. He is an able diplomatique. Lately, the Government has purchased a very handsome residence for him in Pretoria. I believe the salary attached to the post is

£3,000 a year, and, for my part, I think such a sum far too little in a place where everything is so dear ; for instance, eggs are 4s. a dozen, a loaf of bread costs 1s., and everything else is in proportion, while servants are better paid there than in any other part of the world. From my conversations with many of the residents it appears to me that our representative in the Transvaal would find it a good policy to spend a considerable sum of money in subscriptions to charities, entertainments, &c., and the English Government should not begrudge a large increase in the salary attached to this important post to enable its representative to worthily identify himself with the social world at Pretoria.

We had the pleasure of visiting General Joubert, accompanied by Mr. Faure. The general speaks English very well, and I had a long conversation with him, in the course of which he expressed his intention of visiting the Paris Exhibition in 1900. Another visit I look back to with a great deal of interest was that to Mr. Weinthal, the editor of one of the leading papers in Pretoria, and he gave me a great deal of information relating to the Transvaal. He has since started a paper in Natal. While at Pretoria we were much troubled with mosquitoes.

CHAPTER XIII.

PIETERMARITZBURG—INDIANS IN NATAL.

FROM Pretoria we returned to Johannesburg, and left the last-named place again on February 18th for Pietermaritzburg, the capital of Natal, a distance of 364 miles. In passing the borders of the Transvaal to Natal we had a little disagreeable experience at Charlestown. Here it was again necessary to be fumigated on account of the prevalence of the rinderpest in the country, but which had not then made its appearance in Natal. We saw a number of natives being examined and fumigated, and it struck me that they were anything but well treated. The officials knocked both them and their few clothes and other personal belongings about in a way that must have engendered ill-feeling, and it is anything but good policy to do this. The "Jacks-in-office" at this place were also anything but polite to Europeans, and acted in a manner that was in marked contrast to the way in which the same necessary precautions are taken in the Transvaal. This was the only occasion I found it necessary to complain of my treatment during the whole of my African trip. I may here mention that during the

latter part of our journey through the Transvaal we passed Laing's Nek and Majuba Hill, and in the distance we saw the trees which shade General Colley's grave.

Pietermaritzburg is an exceedingly picturesque town, and the neighbourhood is somewhat hilly. It is 2,200 feet above the sea-level. Here is the residence of his Excellency Sir Walter Hely-Hutchinson, upon whom I called to present my letter of introduction from Mr. Chamberlain. I was very well received by him, and during our stay he was good enough to include our names among the list of his guests at the numerous entertainments that took place about that time. Consequently, we spent a most enjoyable fortnight at Maritzburg. We stayed at the Imperial Hotel, which is said to be one of the best-kept hotels in South Africa. Here the landlady was most assiduous in looking after the comfort of her guests. It was in this town we first saw jinrickshaws—of which I shall have a word or two to say when we reach Durban—though they are used largely in Pietermaritzburg and other towns in Natal. We had the pleasure and privilege of making the acquaintance of Dr. and Mrs. Scott, to both of whom we are indebted for many pleasant days. Dr. Scott introduced me at the Maritz-



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burg Club, which is an excellent one. It was with a considerable amount of interest I called upon the Attorney-General—now Premier of Natal—the Right Hon. Harry Escombe, to whom I had a letter of introduction, for I took a great deal of interest in a matter upon which I knew he was an authority—namely, the question of the Indians in Natal. On this subject I wrote the following letter, which appeared in most of the Liverpool papers:—

“INDIANS IN NATAL.

“To the Editor of the *Journal of Commerce*.

“Sir,

“At the present moment the public mind of Natal is much agitated concerning Indian immigration. I have just returned after a lengthy visit to South Africa, including Natal, and, as many of your readers are deeply interested in that quarter of the globe, I can give them information respecting the subject which may be useful, particularly as the headquarters of one large sugar estate of Natal are in Liverpool. No one outside Natal can imagine the bitterness of feeling which is developing against Indian immigration, and at no distant date this important matter must be settled one way or the other. When I left, the authorities were quite in a

dilemma as to how to act to please all. The following is a return of all Indian immigrants who have arrived in Natal, and of the children born in the Colony since the first immigrants landed in November, 1860, to 31st December, 1896. These figures account approximately for all Indians who have arrived or been born in the Colony, and of whom cognizance is taken by the statistical department. Of those, arrived from India were :—

	Men.	Women.	Boys.	Girls.	Total.
	<u>89,214</u>	<u>15,559</u>	<u>4,960</u>	<u>4,361</u>	<u>63,994</u>
Died in the Colony	4,409	1,861	853	372	
Returned to India	5,915	2,318	358	342	
Left the Colony otherwise..	6,015	799	91	40	
	<u>16,389</u>	<u>4,878</u>	<u>802</u>	<u>754</u>	<u>22,768</u>
					<u>41,226</u>

Those born in the Colony were :—

	Boys.	Girls.	Total.
	<u>7,862</u>	<u>7,645</u>	<u>15,507</u>
Died in the Colony	1,633	1,511	
Returned to India with parents	1,330	1,330	
Left otherwise with parents ..	844	442	
	<u>8,807</u>	<u>3,283</u>	<u>7,090</u>
			<u>8,417</u>
			<u>49,643</u>

“These figures do not include Indians who are usually described as Asiatics, Arabs, or Arab traders. The number of free Indians who arrived in the colony during the six months ending 31st January, 1897, was 1,947. The above

figures may be relied upon, as I have them direct from the Colonial Office at Pietermaritzburg. The question is not a racial one, but there are not two opinions about the very strong feeling all over Natal against the importation. The colonists believe that the Indians are elbowing the whites out of the colony. One thing is certain, and that is that the Indians are securing some of the best parts of Natal for themselves. They purchase stores or dwellings at various places, and instantly the property in the neighbourhood of the said dwellings decreases in value. Their mode of living, too, is anything but enviable, as large numbers practically herd together in small places and subsist mainly on rice. Their sanitary arrangements are also a great trouble to the authorities. As showing the strong feeling, I may say that during my stay at Durban a property was put up for auction, with the restriction that no Indian was allowed to bid. This was of course to save the other property in the neighbourhood. I am, however, bound to admit that during my travels I saw a very large number of Indians working on the railway as pointsmen, and in other important positions. Nearly all the vegetables and fruit grown in Natal are grown by Indians, as it is most difficult to get Kaffirs to work on the land. Certainly the sugar and tea industries would be very badly off had it not been for coolie labour.

A great number of planters are not of the same opinion as the merchants and politicians respecting the stream of coolie immigration. As a rule the coolies come to the colonies under indenture to planters and others, who agree to send them back to India at the expiration of their term of agreement. In the meantime, however, the coolie for the most part marries, has a family, gets a home about him, and naturally does not want to return to his native country, and of course there is no law to compel him, as he is a free man. The coolie, in the matter of wages, can out-do other labourers; the consequence is that other labourers, unless they have technical or skilled knowledge which the Indian does not possess, have in many instances to leave the colony to seek work.

"Many meetings were held respecting this Indian question in Durban. Without attempting to take one side or the other, I may say that this Indian question is one of vital importance to the colony of Natal, and if not settled soon may cause considerable trouble to a country which is the most beautiful I have ever been through.

Yours, &c.,

ELLIS EDWARDS."

Beech Lawn, Waterloo, Liverpool,

May 18th, 1897.

The whole subject is a most interesting one, and one that must be dealt with by the Government in a very short time. A member of the Legislative Assembly informed me that the English Government did not seem to be able to seriously grapple with this question, and in Natal the feeling is so strong that unless the Home Government takes its part in the solution of what is a difficult problem, strained relations between the colony and the mother country are likely to result. The feeling is that the remedy for this vexed question lies in the hands of the steamship owners, and the Legislature is now considering proposals to impose heavy penalties upon such owners as neglect to strictly carry out the regulations in force.

I had the pleasure of being introduced to Mr. Bird, the able Permanent Secretary to the Colonial Government, and I had letters of introduction to Mr. Campbell, the Auditor-General of Natal, Dr. Doumas, and others, all of whom in many ways contributed in a marked degree to the pleasure of our residence at Pietermaritzburg. We were introduced by his Excellency to Mr. and Mrs. John and Miss Shepstone, the former of whom was the Judge of the Native High Court, and we have also to thank them for many kindnesses. The country around Maritzburg is a beautiful one, and many are

the pleasant drives in the neighbourhood. The town possesses a fine park and an excellently stocked botanical gardens, wherein tropical plants grow in all their native luxuriance. One thing which disappointed me was the comparative scarcity of fruit; but I was told most of the fruit is grown in the neighbourhood of Durban. One of the most picturesque drives around Maritzburg is to Howick, about sixteen miles away, and which is about 3,400 feet above the level of the sea. Within a couple of miles of Howick Station is the grand attraction of the place, the Umgeni Falls, where the waters of the Umgeni River rush over a precipice 364 feet high, the falls being about double the height of Niagara, and are considered to be amongst the finest in the world, particularly when the river is swollen by rain. In the same district are the Kar Kloof Falls, where the river falls some 350 feet in cascades. Close to the Umgeni Falls is the hotel, where we spent several very enjoyable hours. I was induced to visit this lovely spot by Mr. Ball, who lives about twenty miles away, and who wrote to tell me of the beauties of Howick and its neighbourhood. I may here mention an incident that occurred during this visit. Mrs. Edwards on the return drive discovered she had lost her *pince-nez*. The loss was advertised, and I saw

the chief of the detective office, upon whose recommendation a reward was offered to a Kaffir policeman. This native officer, walking in the direction of Howick, met some Kaffirs who informed him that some other natives had picked up an article they were at a loss to know the use of, and going to the kraal occupied by these people the lost *pince-nez* was found. A custom I noticed at Maritzburg, and which is peculiar on account of its prevalence, is the taking of snuff, and snuff boxes are to be seen in use on every hand, many persons using the old-fashioned spoon. This district is a very healthy one; it certainly is hot, but it is a moist heat, which is very like, but a little warmer than is experienced in Madeira. On one occasion, when at the Governor's house, we were entertained by Indian jugglers, who are exceedingly clever in many ways. We saw a great number of the tricks which have become so well-known to travellers, including that in which a tree is seen to grow before one's eyes, in addition to the usual tricks with snakes.

CHAPTER XIV.

THE CAPITAL OF NATAL.—A BUSY TRADE
CENTRE.

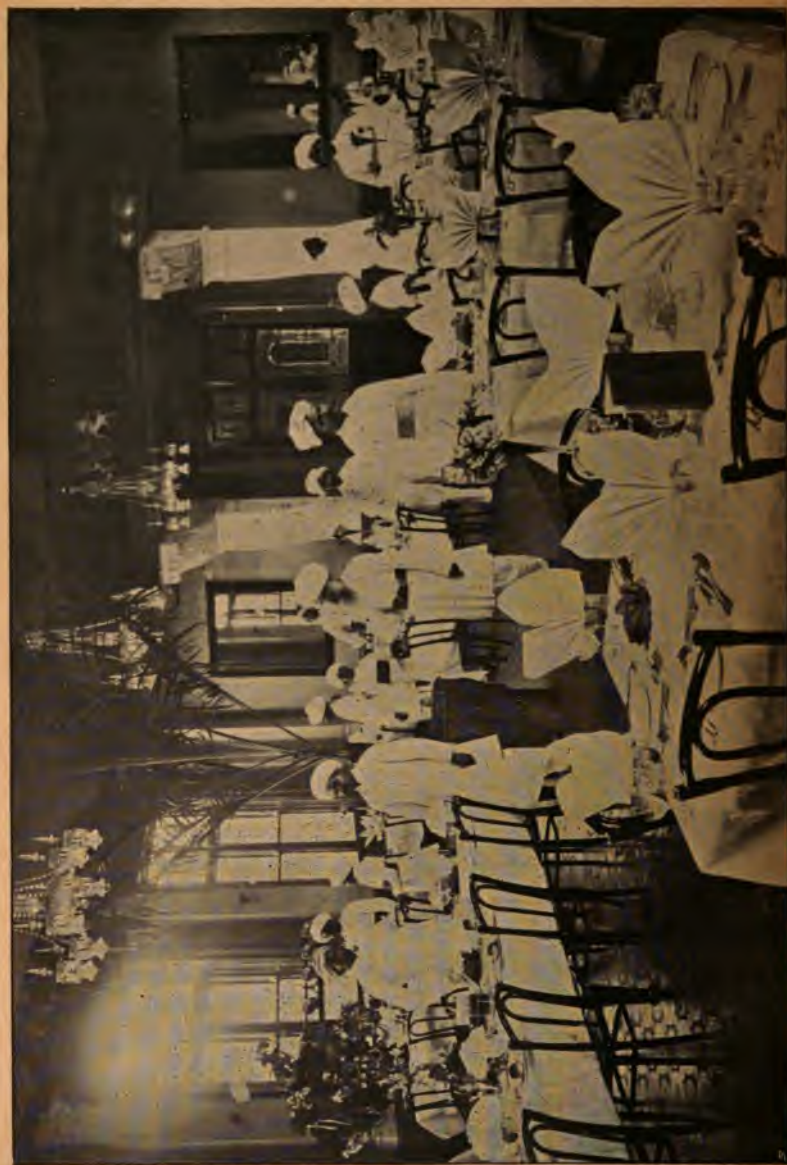
○N March 4th we left Pietermaritzburg for Durban, after having spent a very pleasant time there. Sir John Robinson, the late Premier, left Pietermaritzburg by the same train, his departure being occasioned by ill-health. Nearly everyone in the town came to bid him farewell, and an address was presented to him by the Municipality, the whole scene being most affecting. The distance to Durban is about 70 miles, and on the right of the rail the scenery is very beautiful, and the vegetation was more luxuriant here than in any part of South Africa I have visited. There were large plantations of bananas, fields of pineapples—the latter particularly interesting to my daughter, who had not seen any growing before. Durban itself is a very fine city, with well laid-out streets, broad and well lighted. It has a population of about 80,000, of whom a little over 14,000 are white, there being about an equal

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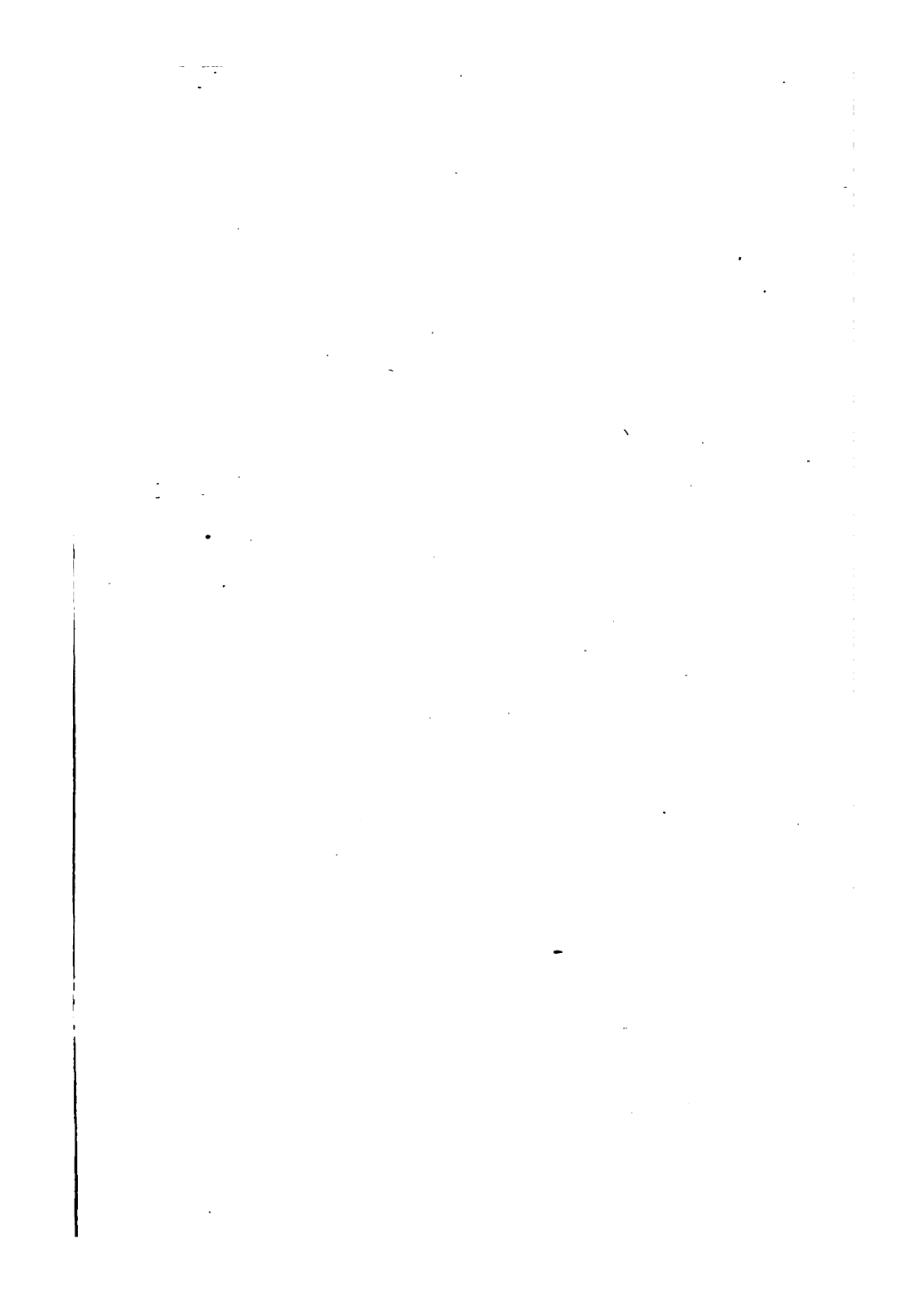
ASTOR, LENOX AND
TILDEN FOUNDATIONS

R

L



From a Photo. by J. R. Middlebrook, Durban, Natal.



number of Indians and natives. The public buildings are numerous and handsome, the principal being the very fine Town Hall in West Street, with its conspicuous clock tower. This hall took four years to build, and cost £50,000. The tramway service and the means of communication generally are excellent, and the hotels good. We stayed at the Royal Hotel, which is supposed to be the best hotel in South Africa, and if it had not been for the mosquitoes we would have been in every way comfortable. The charges here are 12s. 6d. a day, which is certainly not dear when one considers that the cooking was good and the waiting first-class. The accompanying photo. will give an idea of the extent of the fine dining room, with its well-arranged tables and the score or so of Indian waiters. These Indians are certainly *beau ideal* waiters. Durban is the garden of South Africa, and I believe it is the only town that is properly and efficiently drained. I am pleased to remember Mr. Mayden, M.L.A., and his wife, whose many acts of hospitality did much to make our stay pleasant. We visited his place at Bellair, where he has a very handsome residence, with beautiful gardens in which all kinds of tropical plants are grown. Some of the bulbs he presented to me are now thriving famously at Waterloo.

I had letters of introduction to Mr. Greenacre, M.L.A., of Harvey, Greenacre, and Co. (the Whiteleys of Durban), the Hon. A. M. Campbell, the Hon. Mr. Jameson, the Mayor, the Hon. Frank Reynolds, and others. At Durban I was made a member of one of the finest clubs in South Africa, where I enjoyed the best cooking during my travels at the Cape. The club is a large one, and one advantage is that the establishment contains a number of bedrooms for the use of members who desire the accommodation, etc. Berea is the residential part of Durban, and it is a veritable garden, in which everything that can please the eye is grown. Its situation is well chosen, and here are many very handsome private residences. At Umzinto, forty-seven miles south of Durban, is a large sugar factory, but at present, as there is no railway to the place, it is somewhat difficult of access for visitors. At Verulam, fifty or sixty miles north of Durban, tea is successfully grown, some of which is exported. The annual growth is about 400,000 to 500,000 lbs. One of the chief means of locomotion in Durban are the jinricsaws, which are clean and comfortable, and are drawn by Zulus who are, generally speaking, a fine body of men. They are most grotesquely dressed, some with horns on their heads, some with tails and other fantastic ornaments, while their legs are enclosed

in a kind of husk containing seeds which they rattle as they run. Some of the headdresses worn by these men are like nothing so much as a tea-cosy. They are always lively, merrily chatting and larking, and if there is the slightest chance of getting a fare they rush pell-mell towards the expected passenger.

Durban we found exceedingly hot, as it was the height of summer when we were there, and even the exertion of moving a few yards brought on a violent perspiration. I am informed that the winter season, which commences on the 1st of May, is cool and bracing, and the climate of Durban the most charming in the world. We paid a visit to my old friend, Dr. Henderson, who is now in charge of the Addington Hospital. One of the sights of Durban is the bullock cart drawn by 18 oxen, which perform long journeys into the interior. As before stated, they are managed with little trouble, and the facility with which the in-spanning is performed is a revelation to the uninitiated. At Durban we made the acquaintance of Dr. Prince, who at one time had the famous Dr. Jameson as his assistant. Here for the first time for many days we found coppers useful, for newspapers and many small articles could be purchased for one penny.

The extension of the Natal railway to Johannesburg

has resulted in a very large increase of the trade of the Colony, as exemplified by a comparison of the figures of 1895 and 1896. The imports into Natal for 1895 amounted to £2,469,303, which rose to £5,437,862 in 1896; the exports being £1,818,502 in 1895, and £1,785,375 in 1896; and the customs receipts £198,298 in 1895, and £371,181 in 1896. Natal is deeply interested in the trade of the Transvaal, a considerable portion of which passes through the colony. The Transvaal imports for 1895 were valued at £9,816,304, and in 1896 at £14,088,130; and the customs receipts were £1,085,419 in 1895, and £1,355,486 in 1896. The details of these imports are interesting, as showing how greatly Natal has benefited by the extension of the railway. First, of the direct imports into the Transvaal from abroad, those via Natal have risen from £265,192 in 1895 to £1,554,427 in 1896, compared with £5,255,406 in 1895, and £6,035,920 in 1896, via Cape Colony; and £759,029 in 1895, and £1,674,031 in 1896, via Delagoa Bay. The imports of Coast stocks and South African produce and manufacture were as follow:—From Natal, £717,204 in 1895, and £1,446,606 in 1896; from Cape Colony, £1,652,740 in 1895, and £1,981,309 in 1896; from Delagoa Bay, £204,102 in 1895, and £451,513 in 1896; and from the Orange Free State, £926,681 in 1895, and £944,325 in 1896.

The total Transvaal imports from Natal in 1895 were £982,396, and £3,001,033 in 1896, an increase of 205 per cent.; from Cape Colony in 1895, £6,908,146, and in 1896, £8,017,229, an increase of 15 per cent.; and from Delagoa Bay in 1895, £999,131, and in 1896, £2,125,543, an increase of 113 per cent. The transit trade of Natal also shows a remarkable increase, being—to the South African Republic in 1894, £84,932; in 1895, £138,187; and in 1896, £565,547. The transit trade to the Orange Free State, Griqualand, Pondoland, and Basutoland also show satisfactory increases. A very important industry in Natal is the cultivation of sugar, the quantity carried to Durban from the sugar producing districts being in 1894, 18,279 tons; in 1895, 16,476 tons; and in 1896, 16,102 tons. The season's crop from July, 1894, to June, 1895, was 16,508 tons, and from July, 1895, to June, 1896, 19,548 tons. There are 32,500 acres in the Colony under sugar cultivation, producing from $1\frac{1}{4}$ to 2 tons per acre in normal seasons, and the capital invested in the industry is about £1,000,000. A large export trade is done in coal, raised at the Dundee and contiguous mines, though the demand is greater than the supply. Bunker coal exported in 1896, was nearly 90,000 tons, an increase of 20 per cent. on the previous year's figures. The total

output during 1896 was 216,106 tons, compared with 160,115 tons in 1895. Of the 1896 total, 149,545 tons were raised at the Dundee collieries. The shipping at Port Natal (Durban) also shows a very large increase, the vessels (steam and sail) entering in 1896 being 740, of 1,071,196 tons, compared with 540 of 788,495 tons in 1895, and the clearances were in 1896, 727 vessels of 1,063,797 tons, against 536, of 781,511 tons in 1895. The exports of wool from Natal were valued at £590,605 in 1896, compared with £452,412 in 1895, while the wool exports from the three other chief South African ports were—Port Elizabeth, £920,108 in 1896, against £820,828 in 1895; East London, £705,202 in 1896, and £593,197 in 1895; and Cape Town, £214,441 in 1896 and £254,856 in 1895. The public debt of Natal on the 31st December, 1896, was ten and a-half millions, of which over five millions had been authorised for railway construction, extension, &c., and of this £8,019,143 was still to be paid off, while the amount of accumulated sinking fund was £264,281. The revenue of the Colony for the year ended June, 1895, was £3,288,193, against £3,385,472 in the previous year, the expenditure being £3,312,082 in 1895-6, and £3,427,004 in 1894-5.

A comparative statement of the imports at the four principal South African ports is instructive, as showing

the enormous strides made in South African commerce generally. In 1890, three of the four ports were, roughly speaking, on a par, East London being the exception. The figures were—Port Elizabeth, £4,579,892; Durban, £4,417,685; Cape Town, £3,016,589; and East London, £1,526,637. With the exception of 1891 the imports of Port Elizabeth have gone ahead enormously, being £6,878,633 in 1895 and £9,088,898 in 1896. The Durban imports fell away until 1894, when they were valued at £2,316,591, being little better in 1895. However, in 1896 they rose to £5,437,862. At Cape Town the progress was slow, but the imports rose steadily until 1896, and were valued at £4,905,994, while the same may be said of East London, where their value in 1896 was £3,579,893. A comparison of the trade of South Africa, south of the Zambesi, for 1895, with 1885 shows an enormous development. In 1885 the imports were valued at £6,510,000, of which 91 per cent. were British, and the exports at £7,102,000, of which 92 per cent. were British. In 1895 the figures were—Imports, £21,561,000, of which 86 per cent. were British, and the exports £18,210,000, of which 97 per cent. were British.

CHAPTER XV.

HOMEWARD BOUND.

ON the 20th March we left Durban with regret, and boarded the steamer "Dunvegan Castle," bound home via East London, Port Elizabeth, etc. Two days later we were off East London, but we could not land on account of the weather and the rough sea on the bar. The "Dunvegan Castle" here took in some wool. On the 24th we arrived at Port Elizabeth, where we stayed three days, and here again a large quantity of wool was taken on board, in addition to some ostrich feathers. Port Elizabeth appears to be a most thriving town, and the trade done here is in nearly every respect greater than at any other port in South Africa, as is shown on another page. Port Elizabeth possesses a beautiful park, and the residential portion of the town is worthy of the place. The streets are well laid out, and in every respect the town has an appearance of prosperity. I was told

that excellent shooting was to be had within 50 or 60 miles of Port Elizabeth, buffaloes and all kinds of deer being plentiful. We lived ashore during the stay of the steamer, at a most comfortable hotel.

Our next call was at Mossel Bay on the 27th March, but we had no time to land. The appearance of the place was attractive, and we were told there is good fishing and shooting there, while excellent oysters are to be had. Here we took in wool, etc., and left for Cape Town, where we landed on the 29th, and proceeded to the Grand Hotel. During our short stay we visited some of our old friends, including Mr. J. Alf. Ellis who, as usual, was most kind.

On the 31st March we left Capetown, homeward bound, with 500 passengers on board. Notwithstanding this large number the accommodation was excellent, and a finer set of men than the captain and his officers it has not been my lot to meet. On either side of the line we had eight days of extremely hot weather, it being very oppressive for three or four days. It was the hottest time I have ever experienced in the tropics.

On Good Friday, April 16th, we arrived at Plymouth. A more miserable morning can scarcely be imagined. A thick rain was falling, and the morning was bitterly cold, and to add to our discomfort the difficulty of

getting anything to eat was great in consequence of the day being Good Friday. After staying as brief a time as possible at Plymouth we journeyed up to London, and there we remained until the 19th, on which day we left for home. The change from tropical weather to the very cold and damp atmosphere we experienced on our arrival was very marked indeed.



